INFORMATION CENTER Apostle Islands Area-Highway 13
CORRIDOR REPORT 213 .W6 A66 1979

CHEQUAMEGON BAY CITIZEN ADVISORY PARTICIPATION

R. Bruce Larson Barbara Kurten Mrs. Irv Anderson W. D. Maki Clinton Miller John R. Sannes R. P. Wallace Reino Hill Laura Popke Clarence Olsen Cherv1 Ames Dwight Ames H. S. Deverell Kevin Smith Leon Beauchamp Lawrence Wachsmuth D. M. Grant Cleo Grant Dennis Baljo Robert Emery Elizabeth Emery Robert Kokenson Dick Bodin Lowell Ballinger L. J. Kozlowski William Compton Shirley Bodin Virginia Prentice Chris Pederson Eva Baily Frank Halverson Alden Allen Ed Weidinger Verdayne Hanson William Bodin Mike Bonney C. Gale Nemec

R. Melstrand James Schubring James Plets Linda Ortman Dorothy Hanson Fred Janz Ken Larson John R. Leask Albin Larson Emily Larson Walter Wasmuth Mildred LaPointe Helen Ford Dick Ford Virginia Burtness William Robinson Edith Merila Don Larson John Brubaker Jeff Miller Vernon Halverson Carla Kedrowski Dale Berglund June Blair Virginia Hughes Vermont Johnson Jim Stephenson Ed Pajala Hilda Reynolds Sally Langhammer Everett Hyde Marlene Peterson Robert Eckels Lucille Eckels Larry Reiten Dennis L. Bachand Jeffery Swiston

SOUTH SHORE CITIZEN ADVISORY PARTICIPATION



Clayton Beckman Louise Beckman Jake Beeksma Mabel Beeksma Andy Beja Chuck Bille Larry Brooke Charles Roberts Barbara Roberts Signe Dana Floyd Iddings Ethel Iddings Clayton Howk Vincent VanderVenter Lawrence Ewer Mary Ewer Robert Jones June Frey Leo Frey Clara Frev Lois Palmer Albert Isaksson Melvin Mehsling

Hjalmar Isaksson Grace Bolea Kathryn Isaksson Marvin Schultesis Bill Lenhart Dale Maki Mathew Kroll Lyle Cowley George Wood Russ McGillivray Angelo Nicoletti Sohn Slonski Charles Fetters, Jr. Joseph Zyrkowski Romero Ireland Hank Cole Susan Brooke Ralph Osbakken Anne M. Osbakken Joan Wilson John Wilson Helmer Wintturi Carl Sjonost Alice Sjonost

Apostle Islands Area-Highway 13 CORRIDOR REPORT

By: Northwest Regional Planning Commission in conjunction with UW-Extension, the Bayfield County Zoning Office, and the Wisconsin Department of Transportation.

Funded by: Wisconsin Coastal Management Program

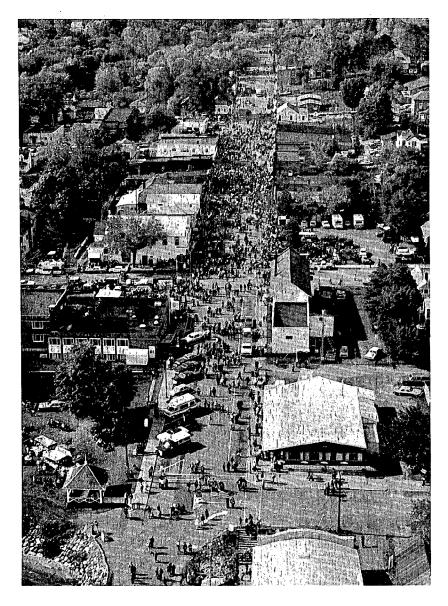
November, 1979

TABLE OF CONTENTS

		Page
CHAPTER	ONE:	
The	Corridor Context	1
CHAPTER	TWO:	
The	Planning Process	27
CHAPTER	THREE:	
Imp	lementation	43
APPENDIC	CES	
A: 1	Draft of Highway 13 Corridor Overlay District	71
B: 1	Highway 13 Traffic and Improvement Statistics	80
C· 1	Highway Juriodictional Changes	86

LIST OF PLATES

Number		Page
1	REGIONAL SETTING	1
2	GENERALIZED HIGHWAY 13 CORRIDOR	2
3	PARTICIPATING TOWNSHIPS	4
4	GENERALIZED SOIL SUITABILITY	13
5	EXISTING LAND USE	19
6	LAND OWNERSHIP	21
7	EXISTING ZONING	23
8	SCENIC RESOURCES	25
9	GENERALIZED PLAN	39
10	PHYSICAL CONSTRAINTS TO DEVELOPMENT	41
11	SCENIC RECOMMENDATION NO. 2	55
12	SCENIC RECOMMENDATION NO. 3	56
13	SCENIC RECOMMENDATION NO. 5	57
14	SCENIC RECOMMENDATION NO. 7	58
15	RECOMMENDED ZONING	61
16	TRAFFIC VOLUMES	73
17	HIGHWAY 13 RIGHT-OF-WAY	74
18	ROAD DEFICIENCIES	76
19	HIGHWAY 13 IMPROVEMENT MAP	77
20	JURISDICTIONAL CONSIDERATIONS	81
	LIST OF TABLES	
1	HIGHWAY 13 CORRIDOR POPULATION PROJECTIONS	3
2	POPULATION OF HIGHWAY 13 TOWNSHIPS 1920-1978	6
3	PERCENTAGE OF HIGHWAY 13 ESTABLISHMENTS	8
4	PERCENTAGE OF EMPLOYEES IN HIGHWAY 13 AREA ESTABLISHMENTS	9
5	SELECTED TOURISM-RECREATION LAND USE INDICATORS	9
6	ESTIMATED OVERNIGHT VISITOR POPULATION, APOSTLE ISLANDS	10
7	EATING AND DRINKING ESTABLISHMENTS ON APOSTLE ISLANDS	11
8	DISTRIBUTION BY TOWNSHIP OF EXISTING LAND USE	16
9	DISTRIBUTION OF LAND USE BY TYPE FOR CORRIDOR AND ITS SUB-AREAS .	17
10	TOP FIVE CONCERNS PER PROJECT GROUP	29
11	GROWTH MANAGEMENT GUIDELINES	32
12	GUIDELINES RELATING TO SPECIFIC RESOURCES	33
13 14	ACREAGE INCREASE NEEDS BY THE YEAR 2000 IN HIGHWAY 13 CORRIDOR	35
14	ESTIMATED LAND USE ACREAGE IN HWY 13 PROJECT UNINCORPORATED AREA.	47
	LIST OF FIGURES	
1	TRENDS IN EMPLOYMENT BY INDUSTRY GROUP	7



Washburn Times

"The peculiar problems and opportunities facing the peninsula area need to be addressed in a coordinated fashion beyond the level of individual local governmental units but in a more comprehensive focused and action-oriented manner...."

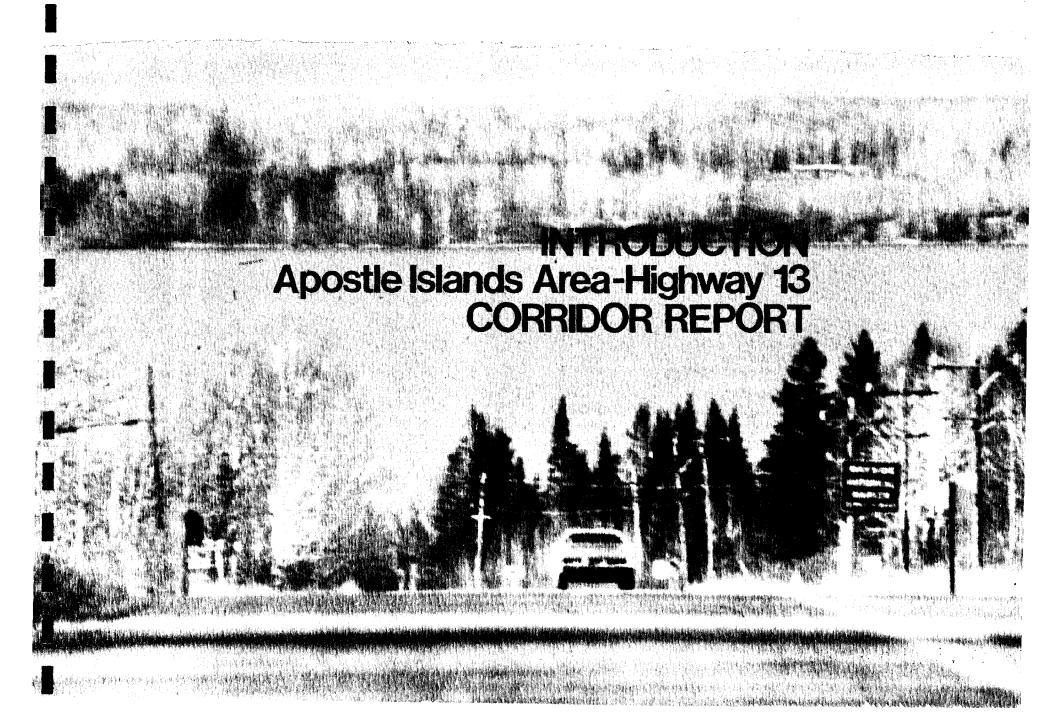
Apostle Islands National Lakeshore
Area Transportation Plan, Northwest
Regional Planning Commission, 1978.

"The area along Highway 13 between Washburn and Bayfield should feel considerable growth pressures, particularly for resort cottage and hotel/motel type developments. In order to avoid strip-type development, close relationships with the two counties and the towns must be maintained."

Apostle Islands Economic Impact
Study, Northwest Regional Planning
Commission, September 1978

"The townships of Port Wing, Clover and Bell comprise the largest undeveloped segment of Wisconsin's Great Lakes coastline, 56 miles of biologically important wetlands, sand beaches, wilderness-like forests and numerous river and creek estuaries broken only by the three modest townsites of Cornucopia, Herbster and Port Wing. Located on the western fringe of the Apostle Islands National Lakeshore, the area is rich in natural resources with economic potential for many types of water-related resource development."

The South Shore Charrette, A Community Planning Process, Sigurd Olson Institute, June 1978



INTRODUCTION

The allure of Northern Bayfield County is both lakeshore and offshore, inland and island. The miles of scenic Lake Superior shoreline, the offshore Apostle Islands, the quaint towns, and the acres of inland orchards and woods together compose what can be termed a beguiling recreation destination.

With the establishment of the Apostle Islands National Lakeshore more and more tourists and second home recreationalists have discovered the manifold appeal of the entire peninsula of Northern Bayfield County. Permanent residents, many of whom represent a local manifestation of the urban-to-rural population turnaround, have also increased in the peninsula area. The proximity of local growth areas makes the peninsula attractive to such new comers.

The main road serving the peninsula area is Wisconsin Highway 13. It runs near and parallel to Bayfield County's hundred odd miles of Lake Superior and Chequamegon Bay shoreline. State Highway 13 is the primary route for most work, school, shopping and commercial trips in the area. It also bears large volumes of tourist and recreational traffic. In meeting these various and hard uses, Highway 13 has become both generator and receiver of development pressures on lands immediately adjacent to the right-of-way. Motels, service stations, restaurants, and easily

"Into Wisconsin's northern wilds,
Thru the sweeping forest green,
O'er the hatchetway to Chequamegon Bay
On historic old Thirteen
By the luring route of the picturesque
Where the spruce and the hemlock lean
To the lake a-beam and the woodland stream,
On historic old Thirteen"

and ending the trip
"Amid magic isles of the Saintly Twelve,
Where the picture rocks are seen."

As exerpted from one of Joe Moran's (Glidden) poems in The Lake Superior Country in History and in Story by Gary M. Burnham (Browzer Books, 1975), ...p. 422.

accessible permanent houses and businesses all compete for the Highway 13 access privilege.

History confirms that, in other areas where such a mix of relatively intense development pressures exist, uncontrolled growth has sometimes resulted in conflicting and poorly-planned land uses, decreases in land values, traffic congestion and safety hazards as well as scenic eyesores and a variety of unattractive land fixtures. When problems such as these are compounded everyone begins to lose—the motorist, the land owner, the environmentalist local officials and businessmen, the citizens and the community as a whole.

History also confirms that representatives of such land use interests, both public and private, can join forces to ask questions, develop approaches and initiate actions that can be instrumental in guiding future land use and controlling growth in ways that may offset the negative tendencies of intense development pressures.

To recreate this latter version of history local officials and residents from Bayfield County and its coastal communities initiated the project reported on in this current document for the Apostle Islands Highway 13 Corridor Area in 1978. The Wisconsin Coastal Management Program supported the project. The Bayfield County Zoning and Extension Offices, the Northwest Regional Planning Commission, the University of Wisconsin-Extension and the Wisconsin Department of

Transportation formed an interagency staff, joined at times by other local professionals as well (e.g., Sea Grant Advisory Service), to service the project and its participants as the work progressed.

The purpose of the project was for local governments to work with each other, with their private-sector constituencies, and with the county to identify land use priorities and policies, and ultimately to create a land use plan to guide growth in the pressure prone 13 Corridor area.

The basic questions addressed by the project are quite simple:

What is the area like at present and what problems exist? (Chapters 1 and 2)

What is the extent and scale of future growth likely to be? (Chapters 1 and 2)

What policies and priorities should be used to handle existing, and future, problems? (Chapter 2)

Where should growth take place, and where not...? (Chapter 2)

How can this be accomplished locally? (Chapter 3 and Appendices)

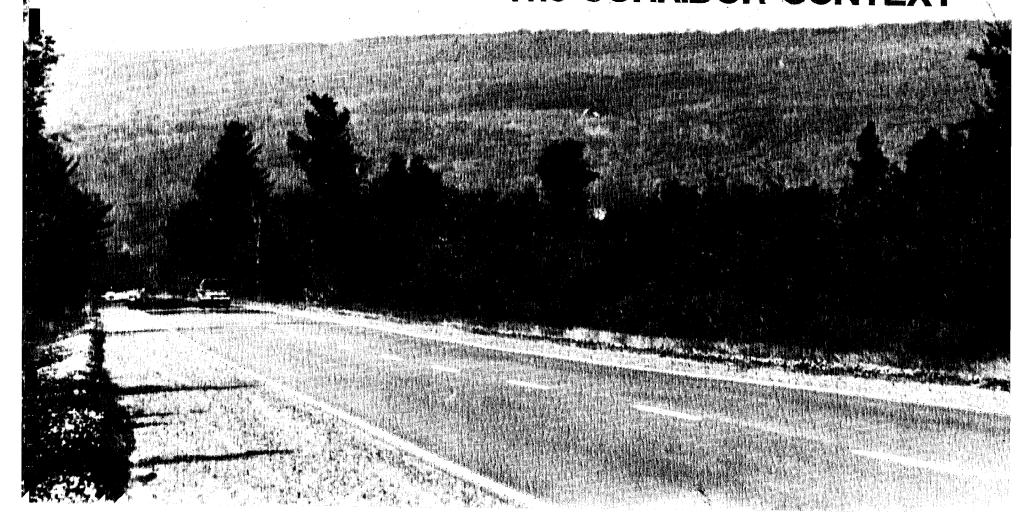
The citizen and intergovernmental activities on which the project rests are, on the other hand, complicated:

- individuals and officials had to learn to articulate their concerns, and to compromise their position to accommodate the sensitivities of others in the planning group,
- professionals had to learn to communicate with participants so that non-professionals would understand and accept technical information as a prerequisite to creating their own future,
- professionals had to learn to work with peers from different disciplines and agencies, and from different jurisdictional levels,

and, at a level which continues to date,

■ local elected officials have to continue to seek ways in which, in partnership with their associates and constituencies, the recommendations of the Apostle Islands Area-Highway 13 growth management study can be reflected in the decision-making process.

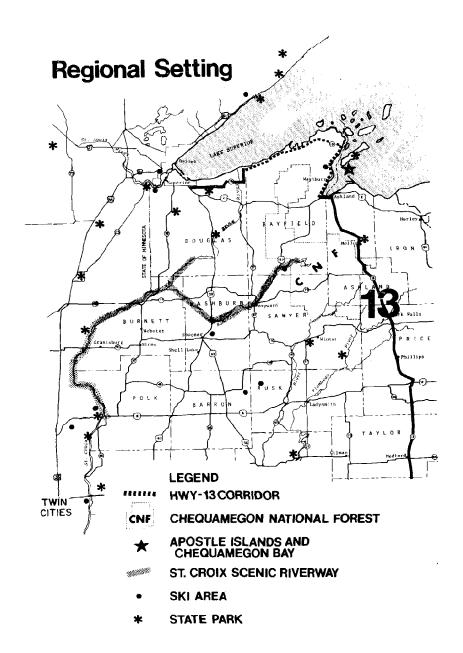
Chapter One: The CORRIDOR CONTEXT

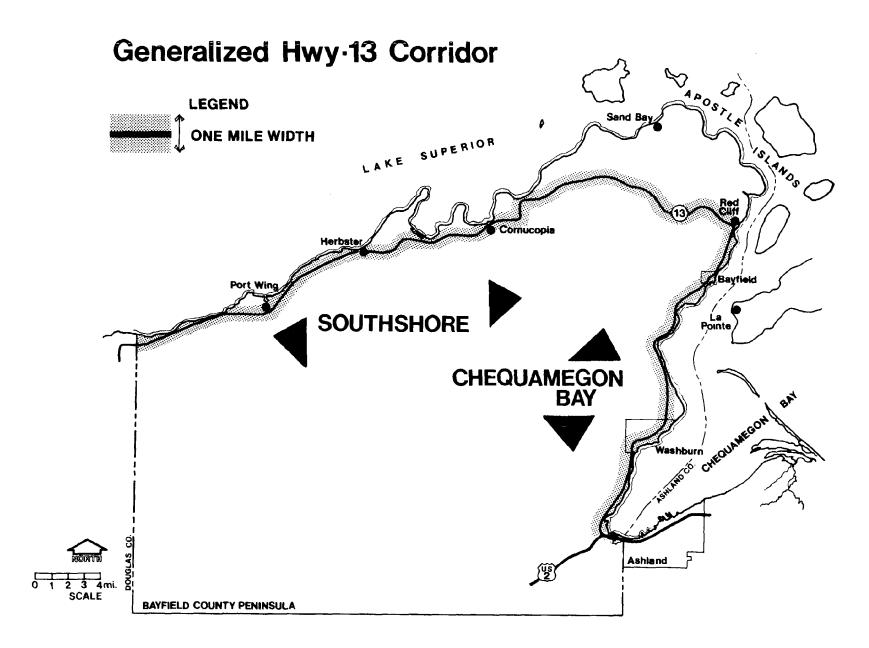


HIGHWAY 13

Wisconsin State Highway 13 sweeps up from Wisconsin's Dells to the Apostle Islands National Lakeshore, the city of Bayfield and the Red Cliff Reservation on the shores of Lake Superior before turning due west toward the city of Superior where it terminates after some three hundred and thirty miles. Highway 13 is only one of a number of major north-south routes--others being Highways 51, 27, 53, and 63--that serve to bind the recreational attractions of Northwest Wisconsin to southern tourists. (Plate 1) U.S. Highway 2 provides a similar east-west connection through Wisconsin's northland from Michigan's Upper Peninsula to Minnesota's North Shore. But. in any direction, only Bayfield County's unique stretch of peninsular Highway 13 provides an intimate touch with the resources of the Northwoods and Lake Superior.

The Wisconsin Department of Transportation has classified the portion of Highway 13 in Bayfield County, and further westward through Douglas County, as an arterial route which "...in connection with a principal arterial serves major cities, mid-size communities and other traffic generating communities with intra-regional and intraarea traffic movements." Highway 13 has attracted to within one-half mile either side of itself over seventy percent of the Bayfield County peninsula's population, virtually all of its commercial establishments and many of its recreational facilities for camping, picnicking, boating and fishing. The linear extent of this development is nearly seventy miles.





GOVERNMENTAL JURISDICTIONS

In addition to Bayfield County and the Wisconsin Department of Transportation, a number of other governments and public entities have an immediate interest in the future of the Highway 13 Corridor Area. These include the townships of Barksdale. Bayview, Bayfield, Russell, Bell, Clover, Port Wing, and Orienta; the cities of Washburn and Bayfield; and the Red Cliff Indian Reservation. (Plate 3) Two federal-level agencies--the National Park Service and the U.S. Forest Service--also administer substantial areas of the peninsula, the Apostle Islands National Lakeshore and the Chequamegon National Forest, which are proximate to the Highway 13 Corridor Area. Throughout the early sections of this report these jurisdictional entities, with special emphasis on the unincorporated townships, will provide structure for the display and analysis of background information. In later report sections, the roles participants from these jurisdictions played in attempting to shape their own land use destiny should be equally evident.

POPULATION

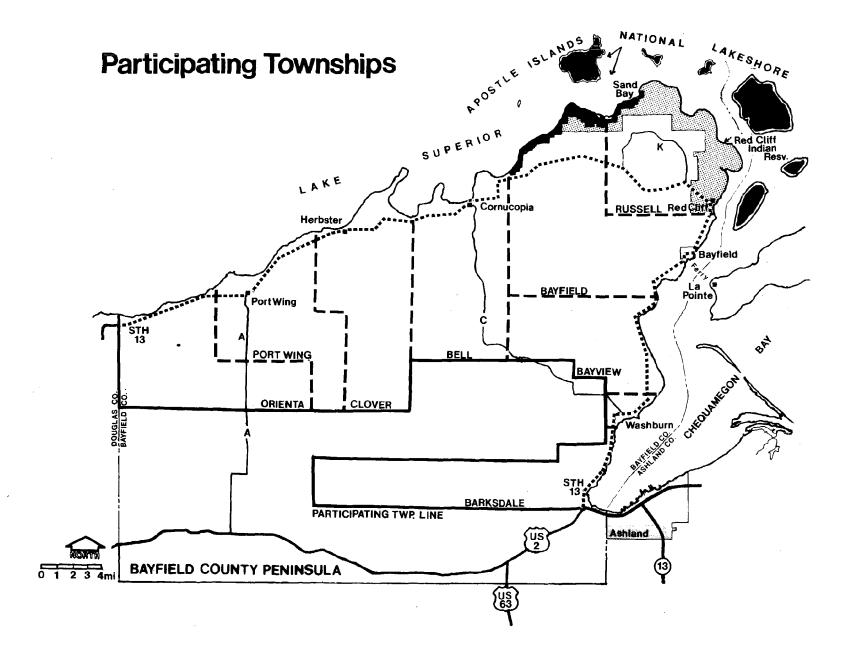
For some fifty years prior to 1970 Bayfield County and most of its Corridor civil divisions typified the population trends found throughout Northwest Wisconsin. Populations declined rapidly when economic activities such as logging, mining, fishing and farming began playing out. The decline reflected the general movements of people from rural to urban areas. But since 1970 the county and its Corridor civil divisions, have begun showing signs of a turnaround, some quite dramatic. (Table 1).

New growth is not attributable to births. Rather it is due to population in-migration---a phenomenon that had been virtually uncharacteristic for this area over recent decades.

TABLE 1
Highway 13 Corridor
Population Projections

	1980	1990	2000
Barksda le	658	706	757
Bayview	398	472	559
Bayfield	536	570	606
Russell	490	528	569
Bell	265	291	320
Clover	350	397	438
Port Wing	398	379	344
Orienta	114	114	114
City of Washburn	2,070	2,293	2,468
City of Bayfield	859	852	813
TOTAL CORRIDOR	6,138	6,602	6,988
Bayfield County	13,134	14,368	15,734

Source: Northwest Regional Planning Commission Projections, April 1979.



These relatively new, population in-migration trends may continue for several future decades. If they do, the Highway 13 Corridor Area will likely attract up to eighty percent of the more than eight-hundred people-increase projected for its governmental jurisdictions. (Table 2). These figures should be viewed with caution, and only as general growth indicators, since they are based on short-term trends occurring during a period of considerable economic, energy and life-style flux. For technical reasons it was sometimes necessary to attribute an uncomfortable degree of credibility to some of these projections as they were transformed into the land use projections which appear later in this report. Nevertheless, the reader is forewarned that the future remains uncertain even to planners and local participants in this project.

ECONOMY

Bayfield County's economy is part of a larger regional economy which, in recent years, has evolved from a heavy dependence on natural resource utilization (wood products, minerals, fishing, and farming) to a more balanced mix of service, particularly recreation, and resource base-industry activities.

From 1962-1973, the county experienced growth in industrial employees (double), industrial payrolls (more than double) and in the number of new units (fifteen). The same period shows growth in service industry indicators as well. Agriculture in Bayfield County has paralleled the statewide trend toward declining amounts of active agricultural land and decreases in the number of farms, but an increase in the size

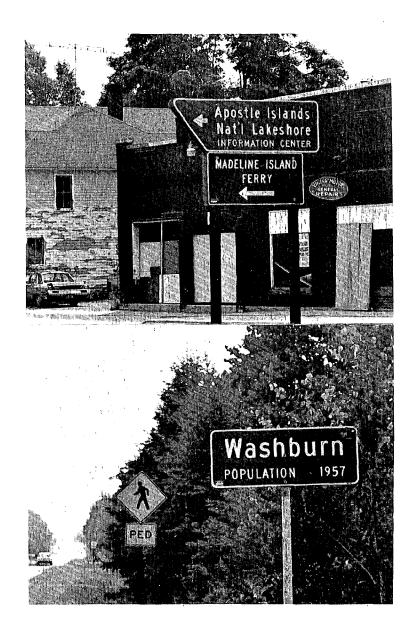


TABLE 2

POPULATION OF HIGHWAY 13 TOWNSHIPS 1920-1978

	1920	1940	1960	1970	1978 *	1960- 1970 % Change	1970- 1978
Bayfield County	17,201	15,827	11,910	11,683	13,080	-1.9%	+11.9%
Barksdale	458	566	585	574	649	-1.9	+13.1
Bayview	464	431	296	297	384	+ .3	+30.6
Bayfield	628	675	474	503	529	+6.1	+ 5.1
Russell	175	575	419	475	483	+13.4	+ 1.7
Bel1	. 228	336	238	205	260	-13.9	+26.8
Clover	292	419	274	277	393	+ 1.1	+41.9
Port Wing	687	584	487	385	434	-20.9	+12.7
Orienta	214	203	116	108	114	- 6.9	+ 5.6
City of Washburn	3,707	2,363	1,896	1,957	2,049	-11.3	+ 4.7
City of Bayfield	1,441	1,212	969	874	884	- 9.8	+ 1.1
,			Į.		1		

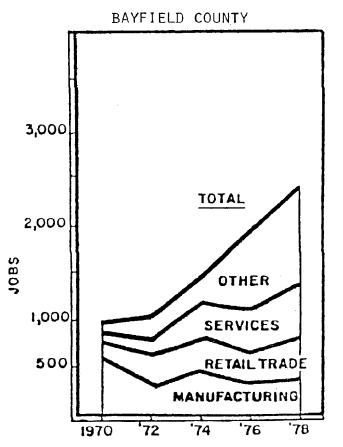
^{*}Source - Wisconsin Department of Administration Estimates - 1978

and efficiency of remaining farms. From 1976 to 1978 the county's gross farm income went from six-plus million to almost eight and one-half million dollars, up more than twenty-seven percent. Wholesale and retail trade indicators traveled in different directions between 1967 and 1972; e.g., the former was down more than thirty percent in total sales and grew by nine-teen establishments.

Inflation and uncertain energy trends make it difficult to tell what the future holds for Bayfield's rural economy as a whole. The county is remote. Sketchy indicators suggest that the contract construction and manufacturing sectors of the economy dipped quite significantly between 1973 and 1976 in both employee numbers and payrolls (see Figure 1 for generalized employment trends). And while the same indicators show overall increases in service sectors, a significant drop was experienced in finance, insurance and real estate activities.

It is even more difficult to characterize the economic situation for sub-areas of the county such as the Apostle Islands area. In general terms, all of the county's commercial fishing (and much of its sport fishing) is located along the Lake Superior coastal area of the peninsula. This Highway 13 area also accounts for the county's specialty agriculture such as apples and other fruits. Other agricultural activities, however, such as crops and dairying, are concentrated outside the coastal area, either in the peninsula's interior or down-country. Forestry activities, logging and wood products processing, are distributed throughout the county, including the peninsula

FIGURE 1
TRENDS IN EMPLOYMENT BY INDUSTRY GROUP



SOURCE: Annual Overall Economic Development Report for NW Wisconsin, 1979, p. 14.

area. Similarly, recreational employment is a strong factor both in the peninsula and down-county sub-economies. While other service activities are also well distributed county-wide, the presence of the county seat, and of the economies of Washburn and Bayfield, tend to bias these types of employment toward the Highway 13 Corridor Area.

Table 3 shows that within the Corridor Area itself economic activities tend to be concentrated much more in incorporated than in unincorporated areas, and in the Chequamegon Bay rather than in the South Shore area.* The same observations hold in interpreting the distribution of employees shown in Table 4.

Recreation

Bayfield County has long been known for its recreational attractions. With the establishment of the Apostle Islands National Lakeshore, however, a renewed focus of activity was turned toward northern Ashland and Bayfield Counties, and the Highway 13 peninsula area. Table 5 suggests that in addition to Lake Superior and its Apostle Islands, the peninsula area holds its fair share of other recreational facilities and land uses as well. There are also three marinas in the corridor area (at Cornucopia, Bayfield and Port Superior).

TABLE 3

PERCENTAGE OF HICHWAY 13 ESTABLISHMENTS

	_Jurisdiction*		Sub-Area	Location
Type of Estab- lishment	Incorp. Area	Unincorp. Area	South Shore	Cheq. Bay
Construction (21)	67%	33%	14%	86%
Manufacturing (12)	67	33	17	83
Transporta- tion/Utilities (14)	93	7		100
Trade (50)	80	20	16	84
Finance, Ins. Real Est.(18)*	** 78	22	22	78
Service (25)	84	16	8	92
Government (12) 33	67	42	58

^{*}Total number of establishments is represented in parentheses.

SOURCE: Wisconsin Department of Industry, Labor and Human Relations, 1978 Computer Printout of Employers and Employees covered under the Wisconsin Unemployment Compensation Law.

^{*}Russell Township roughly serves to divide the Corridor Area into its Chequamegon Bay and South Shore sub-areas. Portions of Russell itself may relate either direction depending on the subject under consideration.

^{**}Figures in these categories have been adjusted locally by Highway 13 project staff to offset underreporting in original data source.

TABLE 4 PERCENTAGE OF EMPLOYEES IN HIGHWAY 13 AREA ESTABLISHMENTS

	Jurisd	iction*	Sub-Area L	ocation
Type of Estab- lishment	Incorp. Area	Unincorp. Area	South Shore	Cheq. Bay
Construction (91)**	74%	26%	5%	95%
Manufacturing (142)	54%	46%	16%	84%
Transportation Utilities (24)	/ 96%	4%	%	100%
Trade (194)	77%	23%	10%	90%
Finance, Ins. Real Est. (85)	** 69%	31	31%	69%
Service (402)	60%	40%	16%	84%
Government (13	3) 100%	%	%	100%

^{*}Total number of establishments is represented in parentheses.

SOURCE: Wisconsin Department of Industry, Labor and Human Relations, 1978 Computer Printout of Employers and Employees covered under the Wisconsin Unemployment Compensation Law.

TABLE 5 SELECTED TOURISM-RECREATION LAND USE INDICATORS

	Percent: Project Area	age In Rest of Bayfield Co.
Campground sites (1039)*	38%	62%
Picnic Sites (201)	32	68
Public Swimming Beach Front Footage (5350') 58	42
Downhill Ski Open Slope Acreage (150 ac.)	33	67
Cross-County Ski Traíl Kilometers (106 km)	. 45	55
*Totals are represented in	brackets.	

SOURCE: Bayfield County Outdoor Recreation Plan, NWRPC, 1975.

^{**}Figures in these categories have been adjusted locally by Highway 13 project staff to offset underreporting in original data source.

The City of Washburn is considering a marina development as well, and marina improvements are being planned at Port Wing, Herbster, Cornucopia, and Red Cliff.

This type of recreational climate draws several hundred thousand visitors annually to the area, and visitation is expected to grow. However, fuel shortages and other inflation-related considerations could make travel to the area more difficult, and alter these trends significantly. Table 6 shows recent estimates for the summer season overnight-visitor population to the Chequamegon Bay area of the peninsula alone on a typical weekend night. Some sixty-five percent of the Highway 13 area's motel/resort establishments are located in the Chequamegon Bay area, which also includes eighty-five percent of the tourist homes and rooms.

Table 7 shows the area-wide distribution of land uses associated with eating and drinking establishments catering to tourists and residents alike. Again, a concentration in the Chequamegon Bay area is notable.



TABLE 6

ESTIMATED OVERNIGHT VISITOR POPULATION APOSTLE ISLANDS (CHEQUAMEGON BAY) AREA SATURDAY, AUGUST 21, 1976

	No.		People	
	of	Percent	Per	Tota1
Facility	Units	Occupied	Unit	People
Bayfield Hotels/Motels	78	96.1	2.6	202
Bayfield Tourist Homes	41	90.0	2.6	107
Marinas in Area				671
National Lakeshore			- -	139
Red Cliff Campgrounds	30	90.0	3.1	86
Pt. Superior Condominium	ıs 12	100.0	4.1	50
Madeline Island Chateau	14	93.8	2.6	35
Redwood Motel Washburn	18	100.0	2.1	37
Other Washburn Motels (3	3) 33	100.0	2.1	69
Washburn Campgrounds	123	26.0	3.1	99
Other Pub. Campgrounds(4	08 (75.0	3.1	186
Private Campgrounds (4)	136	75.0	3.1	316
				1997

NOTE: Public campgrounds and units include LaPointe (40), Big Bay State Park (18), Bayfield (11), Sandbay Town (11). Private campgrounds and units include Apostle View (40), Norway (12), Trinkos (12), QJI Camping Resort (72).

SOURCE: Questionnaire Survey, Personal Interview and estimates prepared by Lorimer Assoc., Inc./Beck and Associates, consultants for NWRPC Impact Analysis of Alternatives for Economic Management of the Area Perimeter to the Apostle Islands National Lakesore, WI, September 1978, page 74.

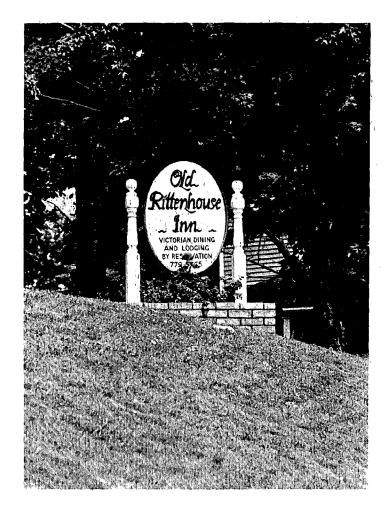
TABLE 7

EATING AND DRINKING ESTABLISHMENTS IN APOSTLE ISLANDS TWO-COUNTY (ASHLAND/BAYFIELD) AREA

Location		% of Total Establishments
Ashland County, excluding Madeline Island	131	51%
Madeline Island	6	2%
Bayfield County, Excluding Highway 1		0.1%
Area	80	31%
Highway 13 Area	39	15%
		(% Hwy 13 Area)

Chequamegon Bay Sub Area	(31)	(80%)
South Shore Sub-Area	. (8)	(20%)

SOURCE: Wisconsin Department of Health and Social Services, Special Tabulation, September 1976.

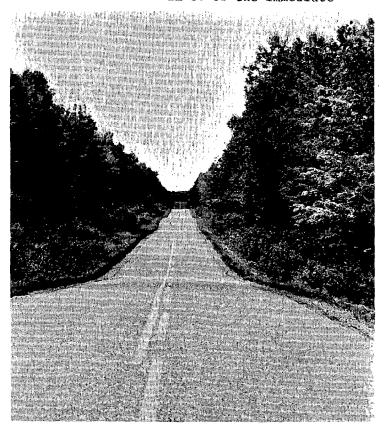


NATURAL SETTING

Highway 13, the peninsula's governmental jurisdictions, its population and economic activities have all been superimposed on a natural setting that is at various places both unforgiving and receptive, unique yet typical. A general sense of some of these traits and relationships is essential to any future growth management activity.

Climate

Lake Superior exercises a constant and critical influence over the climate of the immediate



Corridor Area. Temperatures along and near the shoreline are modified by the lake, especially during the spring and summer seasons when the average is lower in comparison to the southern and interior areas. Winter extremes are more severe inland as well.

Mean annual snowfall is about forty-nine inches along Chequamegon Bay, but over sixty-five inches in the interior region of the county. Precipitation means vary from twenty-eight to thirty-two inches annually depending on geographic location.

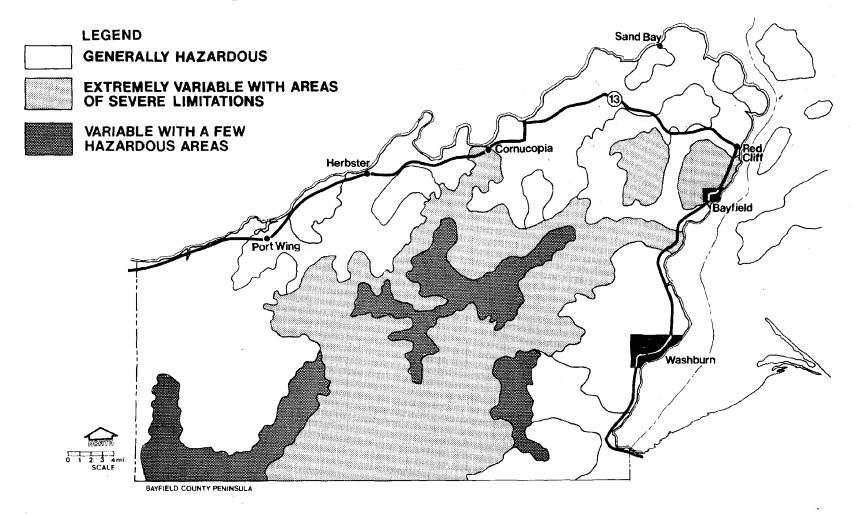
Prevailing winds are westerly from early fall through early spring, and easterly the remainder of the year along the Chequamegon Bay shoreline. In the interior, winds are generally northwesterly from fall until spring, and southerly the rest of the year.

Soils and Topography

Within the Highway 13 Corridor Area the predominant landscape is a geologically historic red clay lake with flat to gently rolling topography. (Plate 4) Some areas, notably near the city of Bayfield, have relatively steep slopes.

The limitations and deficiencies of red clay soils for development are numerous and acute. These soils exhibit very low sheer strength properties, high shrink-swell potential, and expremely poor drainage characteristics. The first two qualities have important cost and engineering implications for highway construction and maintenance activities. In fact, the near-prohibitive soils and topographic complications which would accompany any future relocation of Highway 13 provide a strong impetus

Generalized Soil Suitability

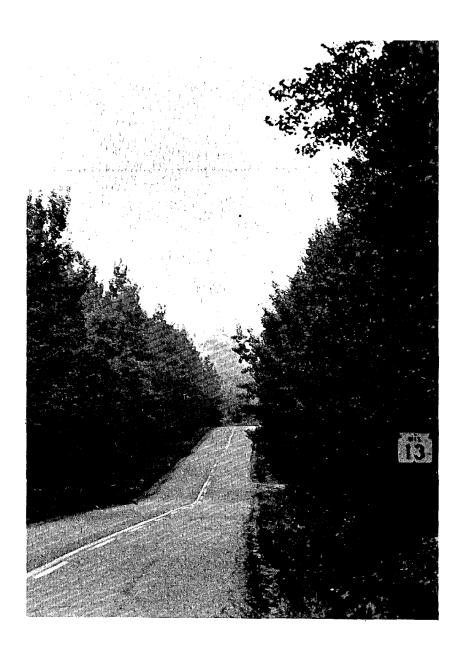


to efforts such as this project which are oriented, instead, toward offering a measure of protection to the artery's present location. The last red clay soil characteristic—its inability to percolate liquids—imposes widespread and stringent limits on the use of septic tanks in areas inaccessible to centralized community sewerage systems.

Other of man's activities--forest cropping, agricultural clearing and livestock grazing, temporary road construction and other events requiring vegetative removal or land shaping-are generally ill-advised in hilly red clay terrain. These activities accelerate and compound natural headwater erosion by streams in the Lake Superior area. Although "flashy" and often occurring within short periods. sediment discharge of area streams is facilitated by steep gradients and relatively high stream velocities. Wave action and high lake levels along the immediate Lake Superior shoreline also combine with some of man's activities to contribute volumes of sediment. When deposited in Lake Superior the fine silt and clay particles remain suspended for a long time and spread out over several miles or more.

Wetlands and Flood Hazard Areas

Still other areas along the Corridor prompt special attention because of their capacity to support valuable vegetative, fish and wildlife populations and/or because of their tendency toward periodic flooding. The flood hazard boundary maps, published for Bayfield County in 1977 by the U.S. Department of Housing and Urban Development as a preliminary guide for lending institutions



and for the county's Zoning Office, serve as a basic reference source for these resources. General areas affected, in addition to parts of the Lake Superior shoreline, include portions of the following stream valleys: Iron River and Fish Creek in Orienta Township; Flag River in Port Wing Township; the Cranberry and Bark Rivers, and Bark Point Slough, in Clover Township; Lost Creeks and Siskiwit River in Bell Township; the Sand River and Pikes Bay in Bayfield Township; the Onion and Sioux Rivers in Bayview Township; and Bono and Whittlesey Creeks in Barksdale Township.

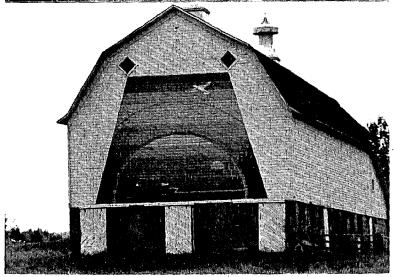
Scenic Resources

The Highway 13 Corridor Area in Bayfield County is basically a rural lake visual experience interweaving six landscape types:

- 1. forest
- 2. community
- 3. agriculture
- 4. lake awareness
- 5. wetland and slough
- 6. ridge and hills

These six landscape types combine sequentially throughout the Corridor to create variety and interest for the motorist, tourist and resident alike. Sand beaches, vast forest lands, scenic hills and bridges, picturesque lake front communities and Lake Superior itself all contribute to this dynamic midwest visual resource. (See scenic resource map Plate 8 at the end of this section.)





. TABLE 8

EXISTING LAND USE

Tables 8 and 9 show that a considerable amount of undeveloped land is found in the study area. More than 26,000 acres, or about 82 percent of the 32,000 acre corridor, are classified as wooded, commercial forest and natural areas. Agricultural and pasture lands account for an additional 4,000 acres. See Plate 5.

LAND OWNERSHIP

Fifty-five percent of Bayfield County is in public ownership including 260,000 acres of Chequamegon National Forest and about 200,000 acres of county and municipal land.

In the Corridor, however, only a minimal amount of land is publicly owned. As shown on Plate 6 most of the public ownership is county forest land in Russell Township. The Wisconsin Department of Natural Resources owns some streambank and lakeshore property, and the remainder of public land is in scattered township parcels. The majority of land in the Corridor is privately owned.

ZONING

In 1934, the first forestry and agricultural zones were delineated in Bayfield County. Through the years additions and changes were made such as floodplain zoning (1960), sanitary and subdivision control ordinances (1967) and comprehensive zoning (1971 and 1976).

Of the eight townships within the Corridor area, seven have adopted county zoning.

DISTRIBUTION BY TOWNSHIP OF EXISTING LAND USE

		Loped Lands	Develop	oed Lands
	Wooded and Natural	Agriculture		Commercial Industrial
Acres	Areas	and Pasture	dential	& Service
Barksdale (1,986)	62%	18%	7%	13%
Bayview (3.459)	78	17	4	1
Bayfield (6.530) Russell	86	9	3	2
(5,064) Bell	86	11	2	1
(4,201) Clover	80	16	3	1
(3,684) Port Wing	90	6	2	2
(3.784) Orienta	79	16	4	1 ·
(3,565)	84	14	1 	1
Corridor (32,273)	82%	13%	3%	2%

SOURCE: Highway 13 Project Calculations.

TABLE 9

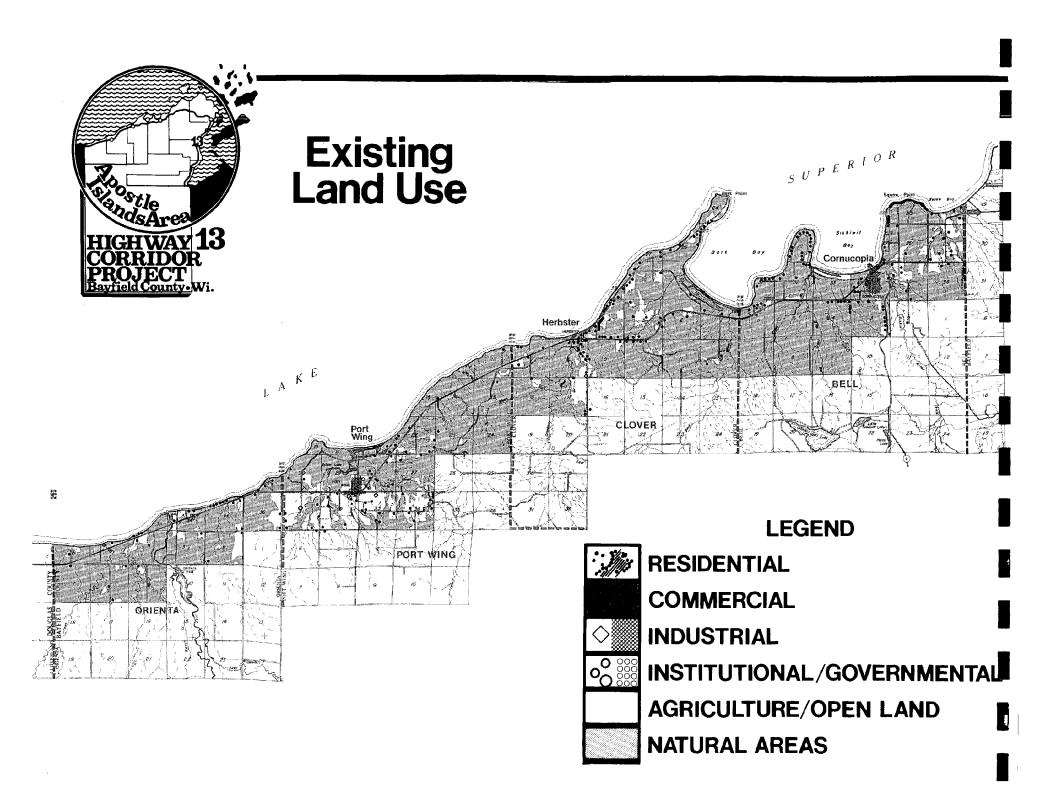
DISTRIBUTION OF LAND USE BY TYPE FOR CORRIDOR AND ITS SUB-AREAS

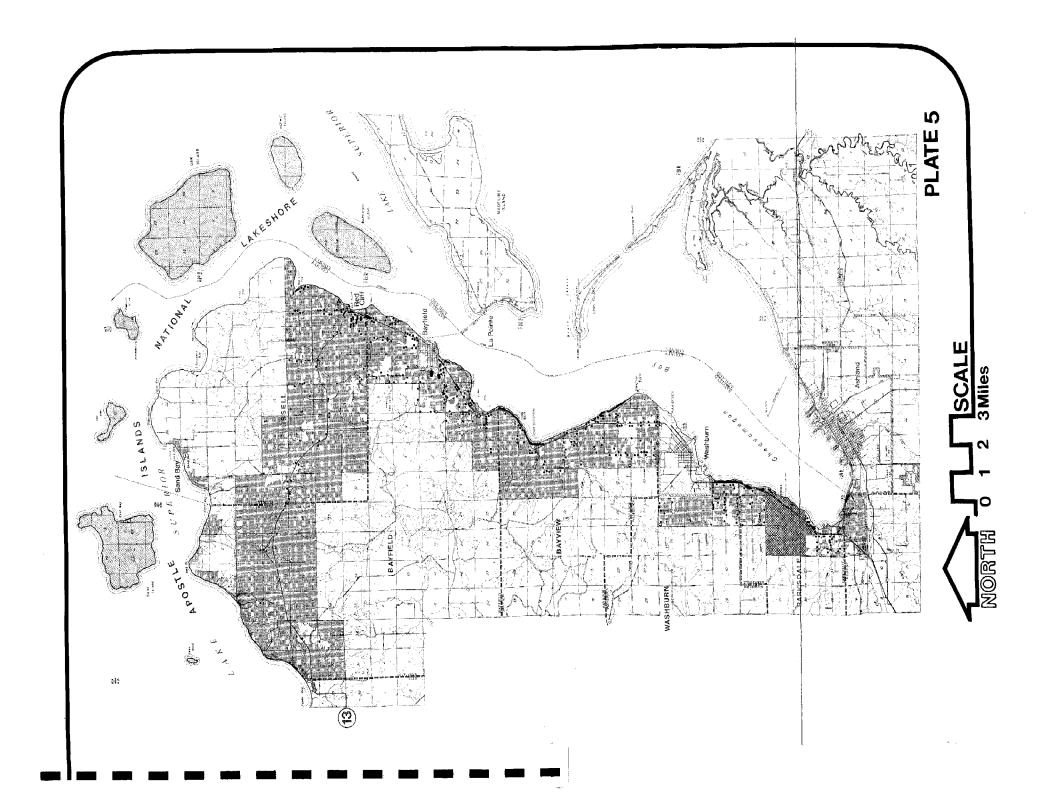
Location

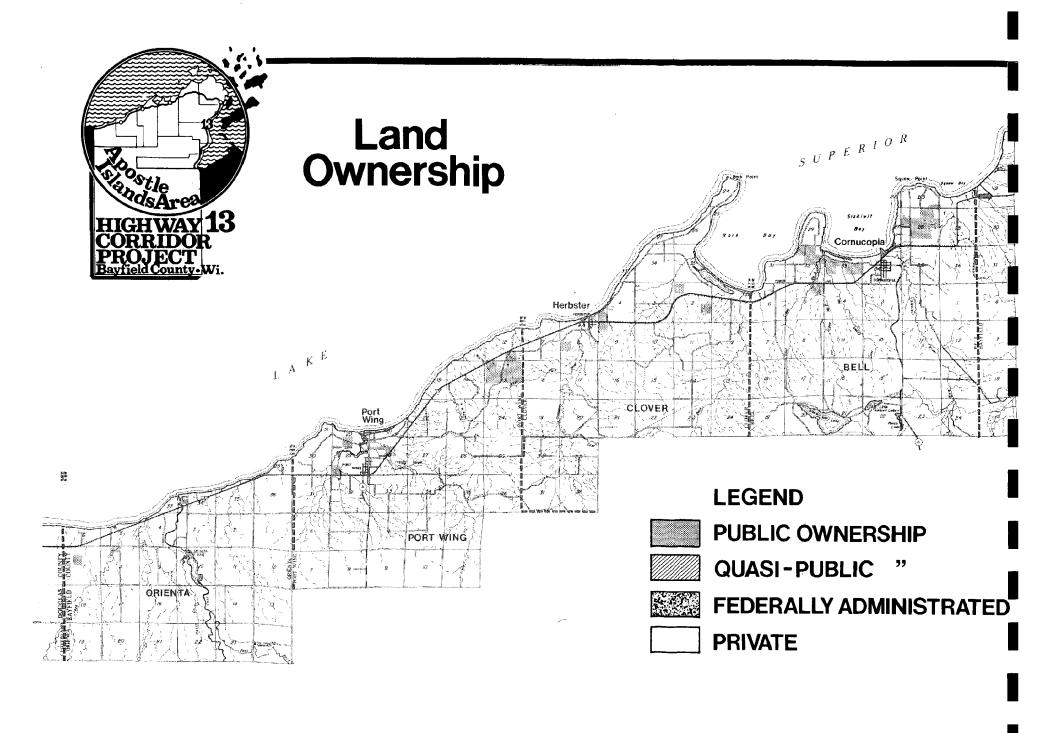
Land Use Type	Entire Corridor	Chequamegon Bay	South Shore
Wooded and Natural Areas	78.22%	71.26%	80.48%
Commercial Forest	4.22%	1.99%	4:95%
Agricultural/Pasture	12.62%	15.94%	11.54%
Residential	2.85%	5.30%	2.06%
Commercial	.40%	.82%	.26%
Industrial	.70%	2.73%	.04%
Recreational	.51%	.95%	.36%
Governmental/ Institutional	.48%	1.01%	.31%
	100.00%	100.00%	100.00%
	(32,273 acres)	(7,912 acres)	(24,361 acres)

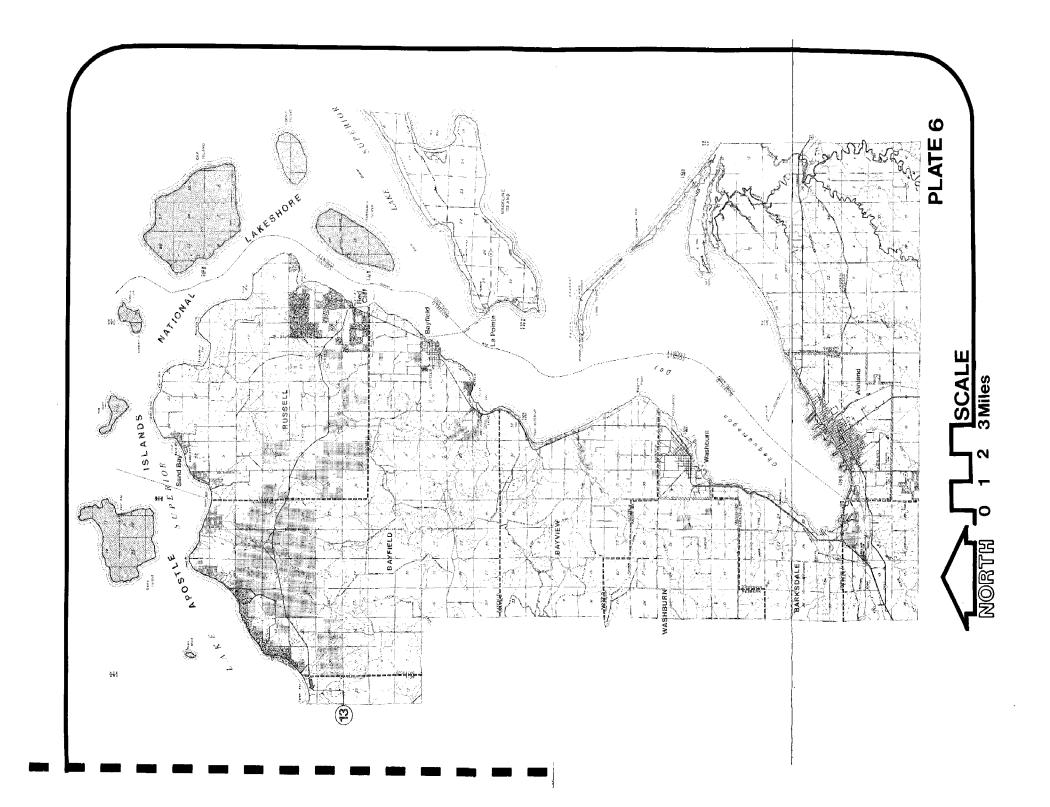
Bayview Township dropped out of county zoning 1976. However, subdivision, sanitary and shoreline regulations common to the rest of the county do remain in force within the township. The cities of Washburn and Bayfield each have their own zoning ordinances and both have recently updated comprehensive plans. Plate 7 shows the existing zoning.

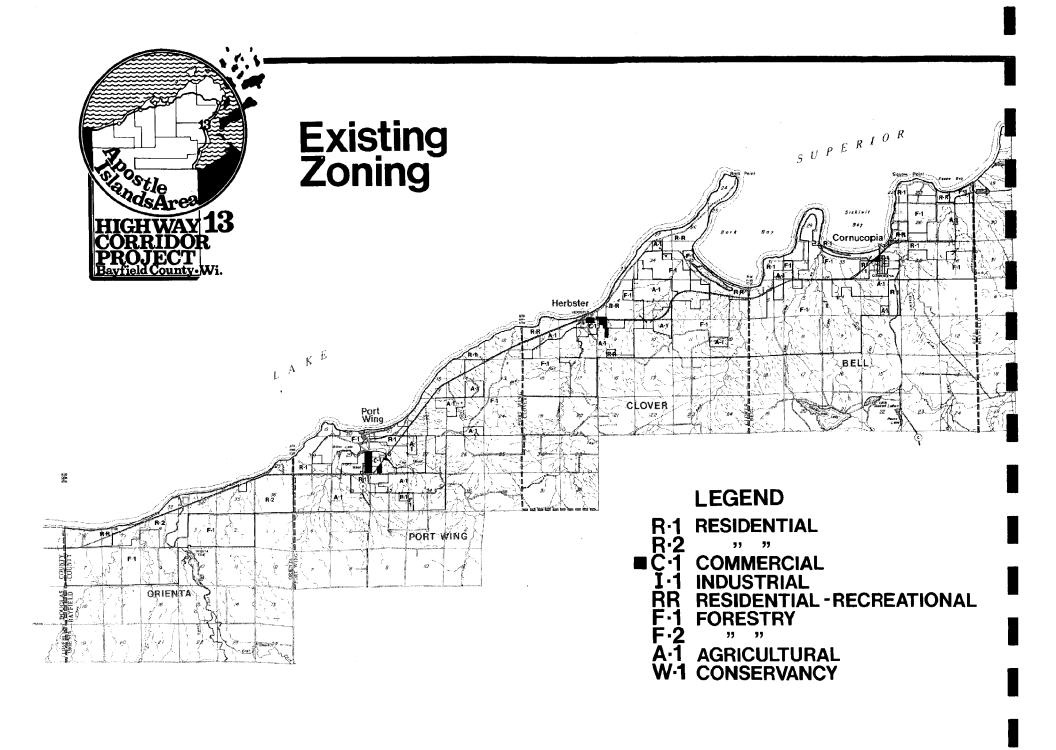


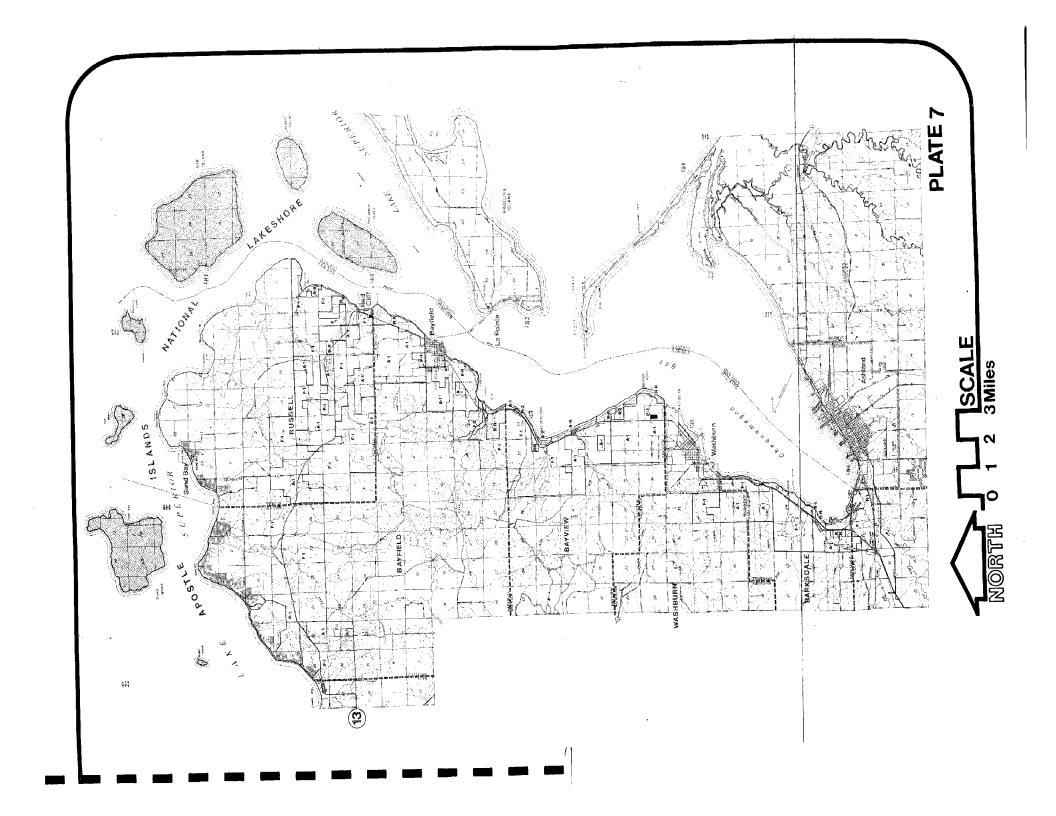


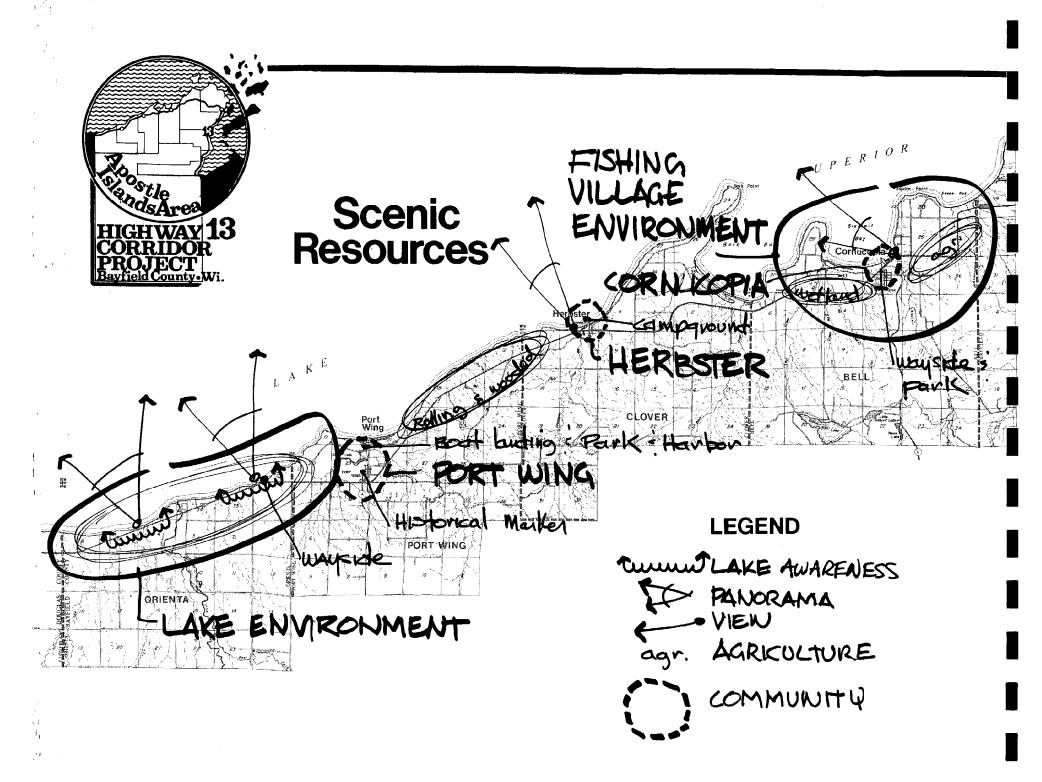


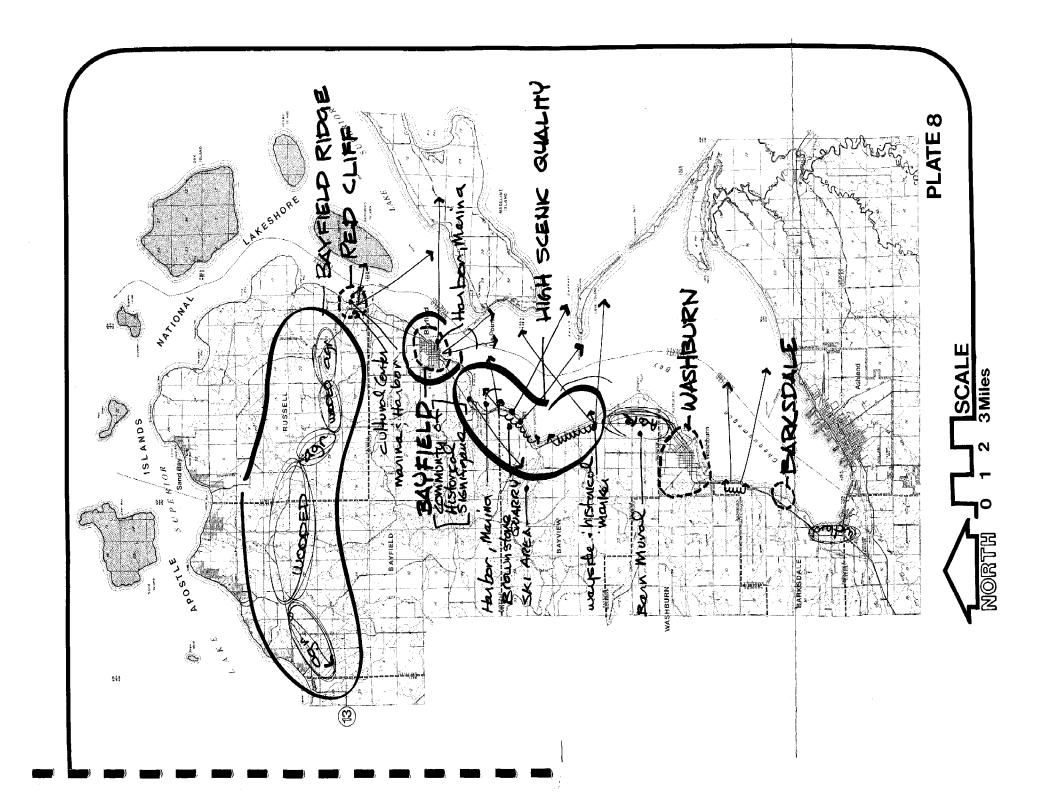


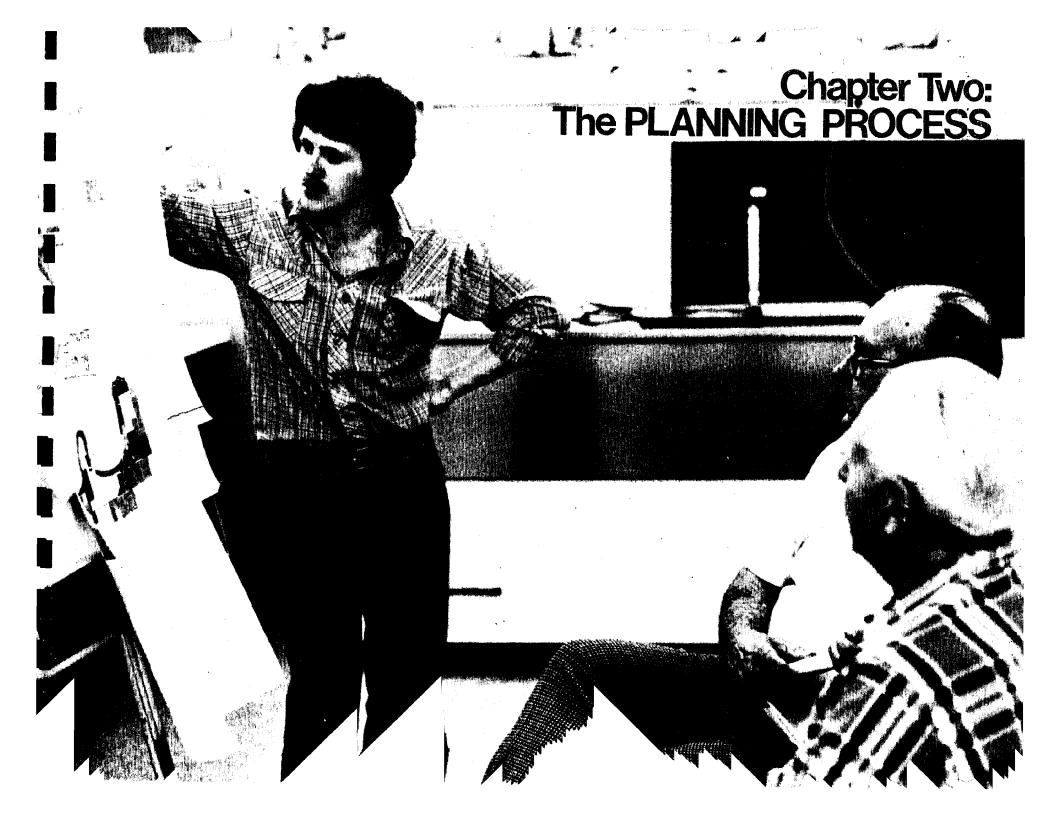












THE PLANNING PROCESS

Setting the Stage

In autumn 1978, five public meetings were held throughout the study area to introduce the project and to summon local participation.

Later local committees were formed in both the South Shore and Chequamegon Bay sub areas, each committee containing representatives from each of the Corridor townships.

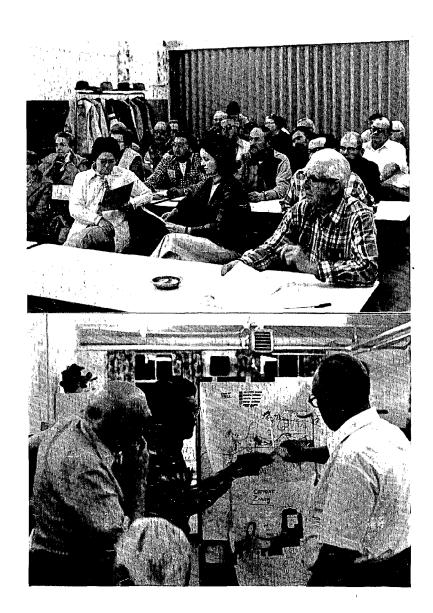
The committee planning process involved five meetings from January to May, 1979 with each meeting designed to accomplish one step in developing an overall land use plan. The steps were:

- determine local land use problems;
- identify and select priorities among various objectives;
- evaluate existing policies and guidelines;
- map citizen recommendations; and
- \blacksquare select implementation devices.

A Review of the Planning Steps:

Meeting #1--Problem Identification

The first public meeting examined local land use problems and growth indicators such as population and transportation trends within the committee area. To identify broad concerns, committee members were asked the question "In your opinion what are the major land use issues that need attention in the



Highway 13 Corridor over the next few years?" Each person was given the opportunity to express his or her views until all ideas had been recorded and discussed.

More than one hundred separate concerns were identified. Each individual then voted for the five most important responses. Table 10 lists those "top-five" choices. As can be seen from closer examination these responses fall into the following categories:

1. Concern for local control

In the last decade, local residents and local government have at times played only a minor role in the decision-making process of state and federal programs.

2. Improvement of the Highway 13 surface and related repairs

Most groups, particularly along the South Shore, mentioned the need for reconstruction or other improvements to Highway 13. Although the scope of this project deals with land use along the highway rather than highway maintenance issues, these concerns were recognized by the Wisconsin Department of Transportation. Two special meetings were held on the subject in Washburn and Herbster. (For additional information Appendix B contains data regarding improvements and maintenance along Highway 13.)

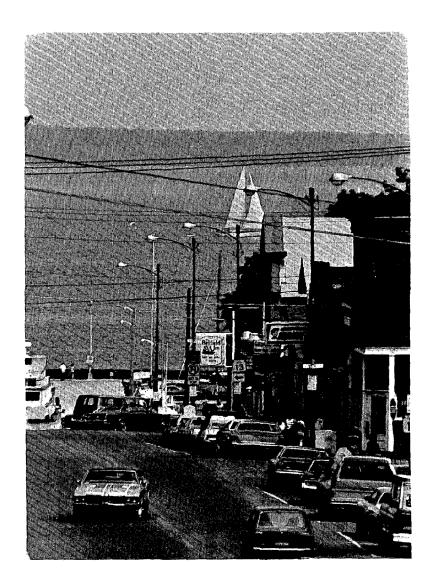


TABLE 10

TOP FIVE CONCERNS PER PROJECT GROUP

CHEQUAMEGON BAY

Group 1		
Ranking	Total Points	
1	(21)	Keep regulatory control at the local leveltown boards, county, villages.
2	(13)	Plan for inevitable development so as to maintain aesthetic values.
3	(10)	Taxes on shoreland property are unrealistic given the regulatory constraints imposed on development.
4	(10)	Keep new government restrictions to a minimum in this study.
5	(9)	Limit commercial development to already established areas- no neon eye pollution.
Group 2		
1	(19)	Maximize local input in public land management and acquisitions.
2	(19)	Reconstruct Highway 13.
3	(18)	Maximum local control.
4	(14)	Encourage industrial development (esp. Barksdale DuPont site).
5	(10)	Concentrate commercial and industrial development in a single area.

TABLE 10 cont.

TOP FIVE CONCERNS PER PROJECT GROUP

SOUTH SHORE

Group 1	Total Points	
1	(27)	Road and shoulder improvement: a) visual obstructions; b) dangerous and blind driveways.
2	(9)	Maintain clean environmental standards.
3	(7)	More South Shore industry.
4	(6)	Upgrade and preserve the Cranberry River for recreational pursuits and to maintain its beauty.
5	(5)	Sanitary problems in clay areas.
Group 2		
1	(30)	Highway should be upgraded to meet safety standards (not relocation): a) improve shoulders; b) brushing to discourage deer and other wildlife; c) etc.
2	(18)	Condemnation powers should be exercised carefully and sensitively.
3	(13)	Control over development should reside at local level.
4	(12)	Need for public sewerage and water supply in communities for development purposes.
5	(8)	Group or cluster development to preserve amenities and beauty.
Group 3		
	44.70	
1	(17)	Control residential-population density.
2	(15)	Preserve natural areas and wetlands.
3	(13)	Uncontrolled commercial development.
4	(12)	Control random commercial zoning.
5	(9)	Upgrade Highway 13.

3. General development and growth concerns

These were the issues of primary interest to the Highway 13 Corridor Project. They are problems that can be solved by local action utilizing local powers.

Meetings Two and Three: Identifying Goals, Selecting Priorities, Implementing Guidelines

The second and third rounds of committee meetings in February and March were to identify solutions to the problems discussed during the first round of meetings. Working in pairs, citizens examined possible goals from six separate subject categories—transportation, residential—recreation, commercial, industrial, environmental—historical, and open space/forestry. The objective of having people work in pairs was diplomacy. It was part of an effort to recognize the need for some compromise of individual ideas to meet their public sensitivities The third round of meetings differed from the second round by introducing "group consensus" as opposed to "partner agreement."

Final implementing policies and guidelines as determined by the working groups are presented on the following pages. They are listed under two main headings: Growth Management Policies and Guidelines; and Policies and Guidelines Relating to Specific Resources —— Tables 11 and 12.

The statements here are those of citizen participants and in some cases have been modified due to length or for reasons of clarity. However, care was taken to preserve the essence of each statement.

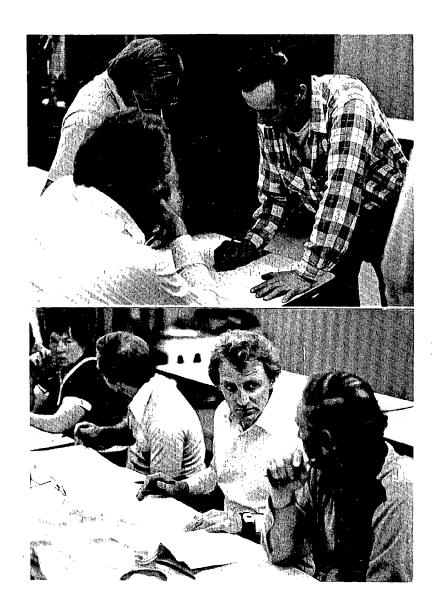


TABLE 11

GROWTH MANAGEMENT GUIDELINES

Subject: Developmental Patterns

Developmental areas should be clustered.

■ Commercial and industrial development should be concentrated in incorporated areas.

Need for public sewer and water supplies in communities for developmental purposes.

- Cluster development via common sewage disposal.
- Provide sewage treatment in existing communities.

Commercial Development in rural areas along highway should not be expanded.

Subject: Highway Access Considerations

New Highway Access.

- Minimize driveway access through use of parallel access and service roads.
- Maintain safe access to residences along Highway 13.
- Each owner should be permitted safe individual access.
- Commercial sites should be accessible without creating a traffic hazard.

Subject: Scenic Preservation

Keep corridor mainly a scenic area.

- Concern about the number and attractiveness of billboards along the highway.
- Concern over man-made eyesores buildings, signs, etc.
- Minimize signs, prevent junk yards and trailers along the highway - increased setbacks.

Landscaping and Preservation of Natural Beauty.

- Avoid clearcutting along Highway 13 leave screening.
- Upgrade and preserve the Cranberry River for recreational pursuits and to maintain its beauty.

Encourage new development that is compatible with historic architecture and aesthetics of the area.

■ Attract visitors by preserving historical sites and buildings.

Group or Cluster Development to preserve amenities and beauty.

Subject: Land Use Ownership

Maximize local input in public land management and acquisitions.

- Open up some public land for development.
- Maintain private land ownership.

TABLE 12

GUIDELINES RELATING TO SPECIFIC RESOURCES

Natural Areas and Open Space

- Preserve natural areas and wetlands.
- Structures should be set back safe distances. from the lakeshore and wetlands areas.
- Discourage lakeside development.
- Determine future uses or protection of prime agricultural lands in highway area.

Recreation - Commerce

- Residential-recreational is vital future of the area.
- Trailers should be zoned either in trailer parks or limited zones.
- Travel trailers or other house trailers should not be located along highway if only used for occasional purposes.
- Effect controlled growth program no fast food and amusement parks.
- Encourage more locally controlled sites for tourists.

Industry

- Encourage industry especially at Barksdale DuPont site.
- Encourage industry especially in (protected) harbors and rail right-of-way areas.
- Encourage industry along South Shore.
- Encourage development of wood products industry.

Residences

- Encourage residential growth based on jobs and the ability of the town to handle increases in local services.
- Control residential population density.
- Maintain rural integrity of area.
- Support policies discouraging small lot residential development along highway.

Fourth Round - Mapping

The purpose of the fourth round of public meetings was to determine how land uses should be provided for in the future.

In order to make sound planning decisions, reasonable projections of future land use needs were necessary. Also used was information about present land use.

For this study, staff personnel provided citizen committees with initial land use estimates and maps showing areas of physical constraint and development. (Shown in Table 13.) Committee members examined the figures for their own townships, discussed and in some cases adjusted them. Estimates show 460 acres of land will be needed for development purposes by the year 2,000. This acreage plus the 123* acres of recreation related land needs suggested in the Apostle Island Economic Impact Study bring the total estimated corridor land use needs to 563 acres.

Future Land Use

With the calculated land use needs and previous background information, citizens mapped the preferred growth areas for corridor townships.

*Acreage added in for the tourist industry is broken down as follows: motel/hotel units = 5 acres; resort cottages = 55 acres; seasonal homes = 33 acres; and campsites = 30 acres. All but 24 of the seasonal homes are recommended for incorporation into cluster development



TABLE 13

ESTIMATED

ACREAGE INCREASE NEEDS BY THE YEAR 2000 IN HIGHWAY 13

CORRIDOR BY INDIVIDUAL UNINCORPORATED AREA

	New	Residential	Commercial	Staff Estimated
Town	Households	Acreage	Acreage	Total Acreage
				
Barksdale	19	83	7	90
Bayview	26	114	10	124
Bayfield	15	66	6	72
Russell	12	53	5	58
Bell	7	31	3	34
Clover	7	31	3	34
Orienta	5	22	2	24
Port Wing	5	22	2	24
TOTAL	96	422	38	460
				1

NOTE: Land use estimates are based on population projections for civil divisions by NWRPC These estimates assume the percent of corridor population will remain the same in relation to the total township population.

- 1. New households were figured at 2.75 persons per household. A base-level need of five households minimum by 2000 assumed for townships (Port Wing, Orienta) with stable or declining population projections. This automatically also introduces minimum residential and commercial acreage needs.
- 2. Future residential acreages are assumed to utilize the same average amount of land as exists today--4.38 acres per household. Commercial acreage figured at .39 acres per household.

Once land use needs have been calculated, citizens then determine the best locations in their townships for future residential expansion. Factors such as general compatibility with existing development, traffic safety, ease of service, and physical features are some of the considerations to be made. Plate 10 indicates areas where development constraints would be extreme. Physical features shown here are steep slope, wetland, and erosion areas all of which would have limited development potential for building purposes.

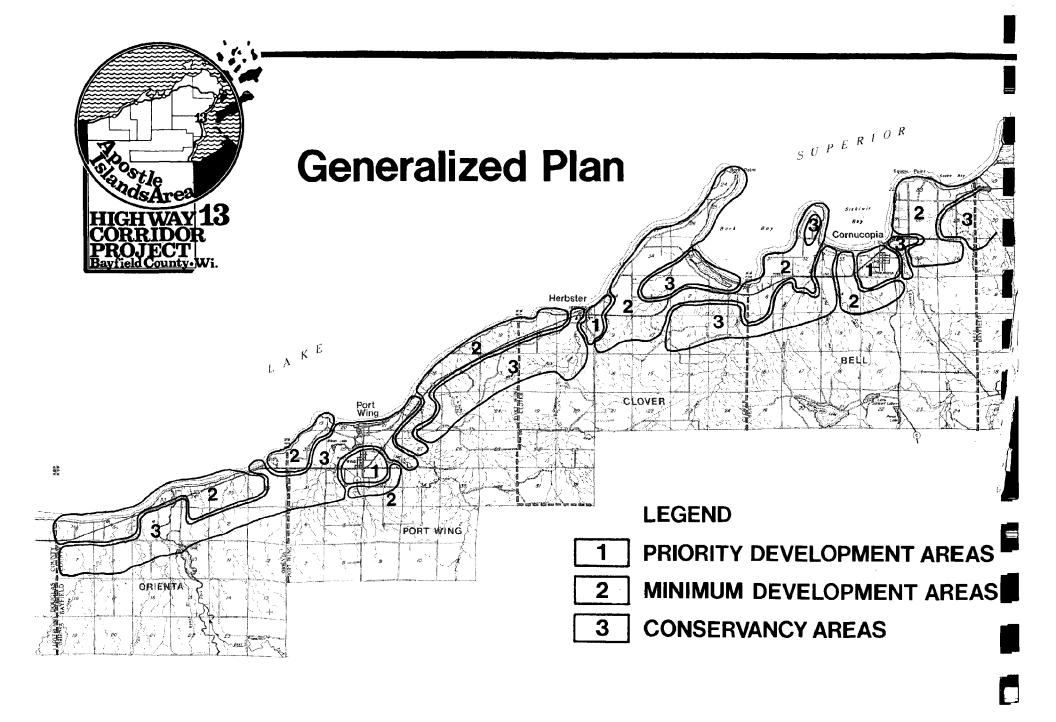
The data has been transferred to a General Plan Map (Plate 9) which displays three types of development areas—growth areas where develment should be discouraged, limited growth areas, where minimal development could take place with regard for the physical or human limitations found in those areas, and non growth areas where development should be avoided.

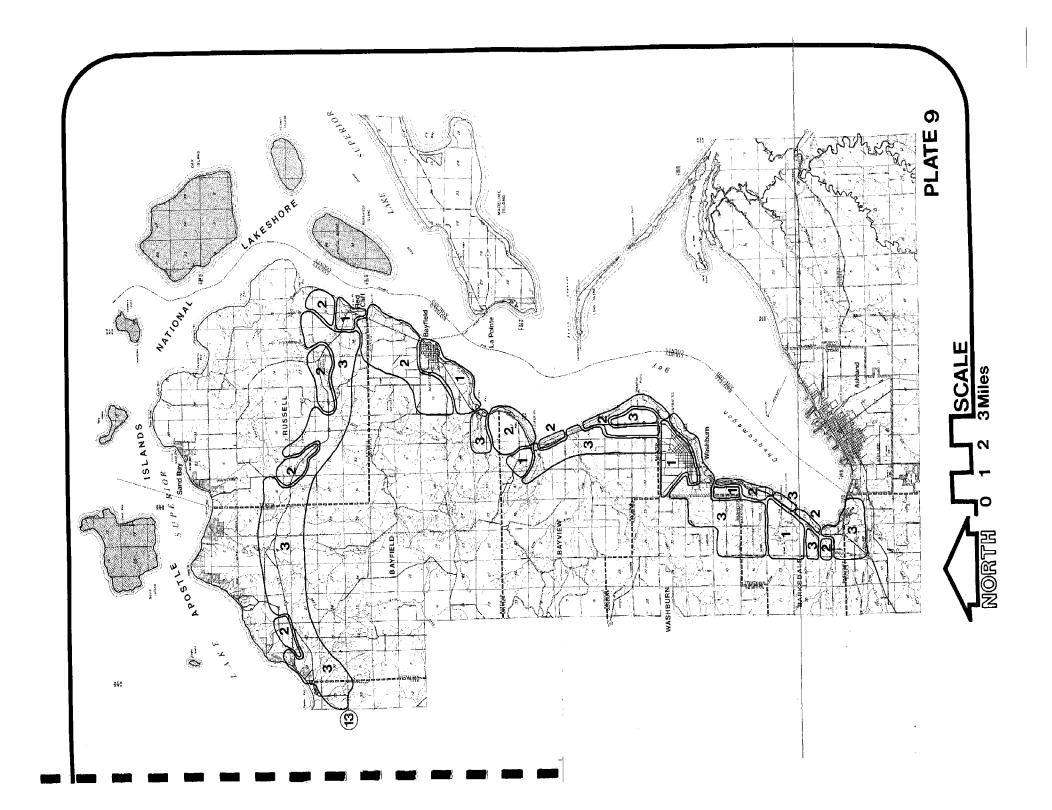
This summarizes the accomplishments of the first four rounds of meetings. The fifth round dealt with zoning recommendations and as such is a part of the next chapter on the implementation of the suggested growth management guidelines.

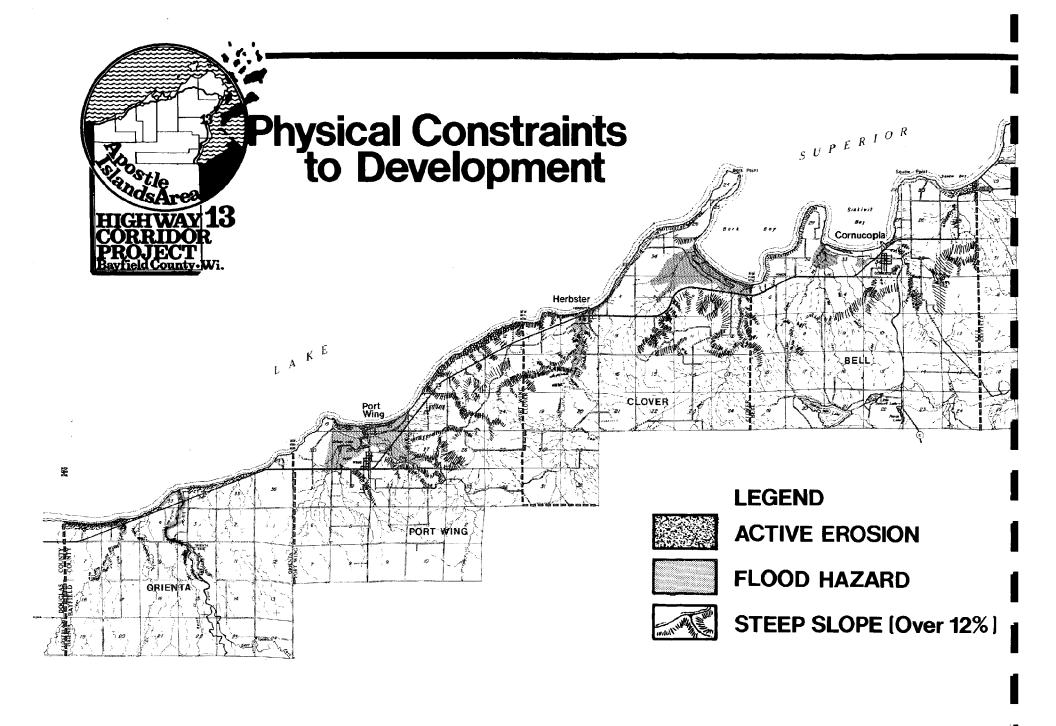


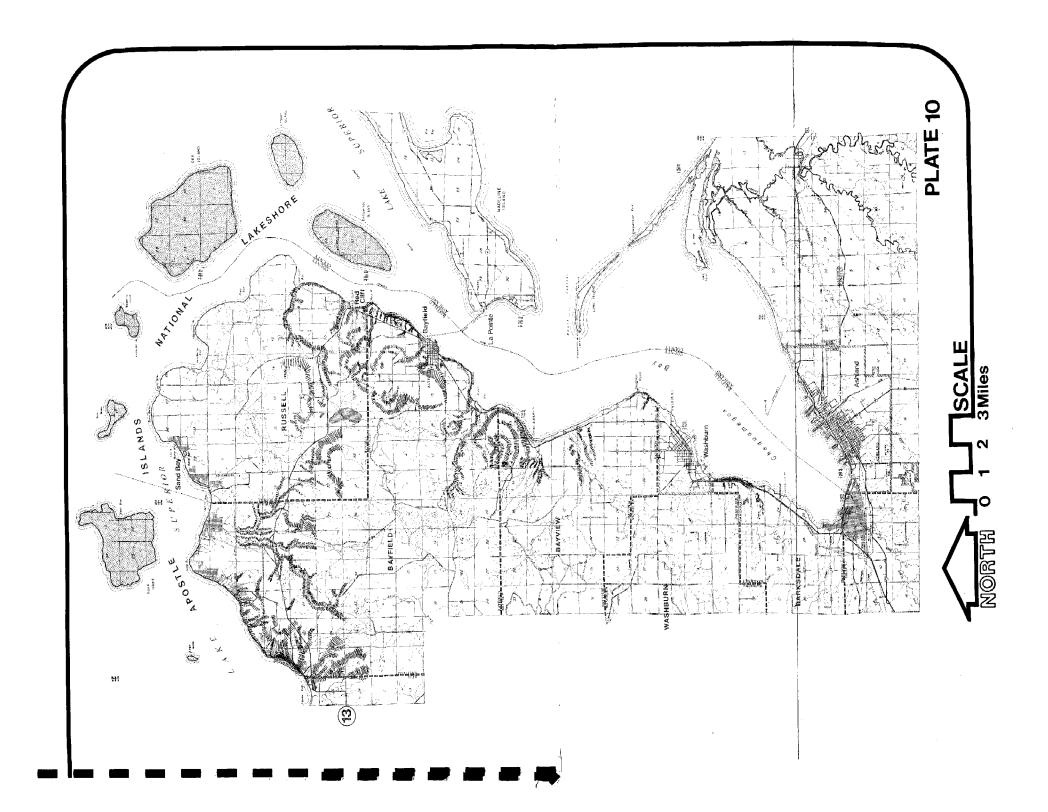
LEGEND FOR GENERAL PLAN MAP

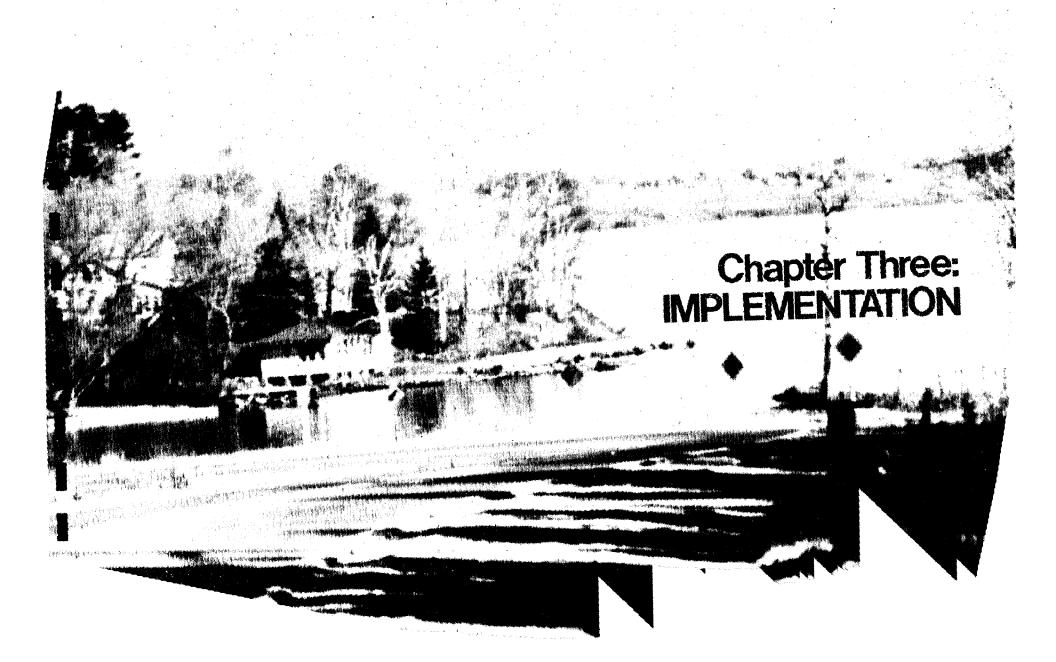
- #1 Priority Development Area High and Medium Density Development should be encouraged in these locations. Whenever possible, cluster development and/or common sewer facilities should be incorporated.
- #2 Minimum Development Areas Only low or medium density developments should be considered for these areas, and allowed only if compatible with the surrounding physical features (i.e., terrain, slope, soil suitability, drainage, etc).
- #3 Conservancy Area Development should be discouraged in these zones due to extreme physical constraints or poor site location along Highway 13.











IMPLEMENTATION

Public ownership of land, well-planned public improvements and zoning were identified as three effective means to better growth management in the Corridor.

Public Acquisition

Public acquisition is the purchase of land by government bodies. Its major benefit is that the land will not be developed in a manner unacceptable to the controlling body. Department of Natural Resources purchase of wetland areas is an example, but public acquisition can take place at any level, state, county, city or township.

However, some problems do exist with public aquisition. The cost of purchasing land sometimes may be prohibitive especially to smaller jurisdictions, and the purchase removes the land from the local tax roles as well. In some cases local sentiment would oppose such action. Townships and county governments should examine this form of management tool, but should also be aware of all effects such a purchase might have within their jurisdiction before any such endeavor begins.

Certain locations along Highway 13 have unique resources and scenic values for motorists. Citizen committee members felt that these scenic highway areas should be preserved wherever possible. One way to accomplish this would be to purchase easements that would protect these areas, yet allow the property owner to utilize his land.



Public Improvements

Cluster development was encouraged by the commitees as an excellent way to develop a controlled growth. The position of community facilities can encourage cluster development, and in general, concentrated growth patterns. Providing such services as water and sewer, and new roads can attract growth because of lower individual costs and can reduce the community's cost of providing necessary services to its residents.

In the Bayfield Peninsula particular attention should be focused on the problems associated with waste disposal systems in the heavy clay soils of the region. To this end, most communities have established or are planning municipal sewage treatment systems or sanitary districts. Port Wing, the townships of Clover and Bell, Red Cliff, Bayfield, and Washburn all have these facilities. In addition, the Pureair Sanitarium site between Bayfield and Washburn also has a waste treatment system that could be utilized for nearby development. In planning for development in the Highway 13 Corridor the public facilities for each community should be designed to accommodate new growth and planned in such a way as to have a positive, not a burdening effect on growth in the area.

Zoning

The most readily available tool for implementing the Highway 13 Corridor plan is zoning. Currently, seven of the eight Highway 13 townships use zoning as a means of



guiding future growth in their jurisdiction. However, the present county zoning ordinance does not address the special needs of protecting and maintaining the Highway 13 Corridor as a transportation route and as a development area. To meet these needs a re-examination of zoning within the corridor was necessary.

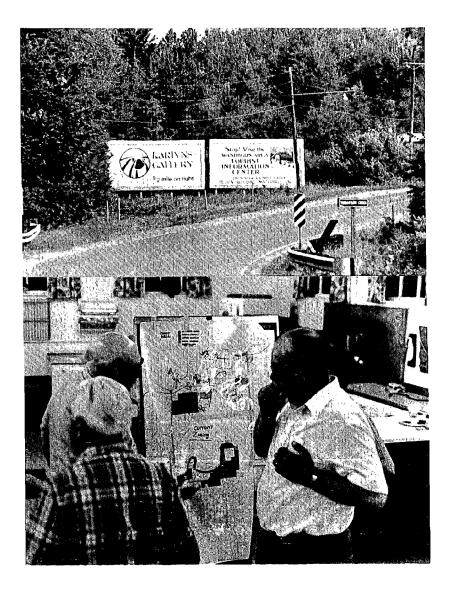
Many of the concerns expressed at early meetings could be handled through zoning changes. They include:

- sprawling commercial development
- too many highway accesses
- eyesores caused by signs and junkyards
- insufficient highway setback
- locations of trailers and mobile homes
- protection of sensitive environmental areas

Meeting #5 - Zoning Changes

To complement the recommendations made in the plan map, citizen committees suggested zoning changes that would guide all future development in the corridor. Two types of management devices were examined. One involved the determination of zoning districts that would correlate with the plan map. The other device would be in the form of non-mappable zoning regulation changes. These will be discussed first.

The following recommendations were discussed exclusively for the Highway 13 Corridor:



- 1. Extend present building setbacks of one hundred ten (110) feet to one hundred thirty (130) feet.
- 2. Require 600 foot spacings between access roads for separate uses.
- 3. Allow industrial and commercial uses a maximum of two driveway accesses; a maximum of one driveway for all other uses.
- Protect critical wetland areas, create a wetland building setback requirement of 75 feet.
- 5. Prohibit junk or salvage yards within the Corridor.
- 6. Limit development within 300 feet of any intersection of Highway 13 with another public road.
- 7. Chequamegon Bay townships restrict mobile homes to established mobile home parks.
- 8. Select cutting of brush along Highway 13.

Mapped Zoning Changes

Table 14 shows a comparison of zoned versus used acres for residential and commercial purposes, the most common types of development. As can be seen from the first three columns, only a small percentage of zoned land is actually being used. Adding in the projected land use needs (Column 4) still leaves a large amount of available land for development (Column 5).

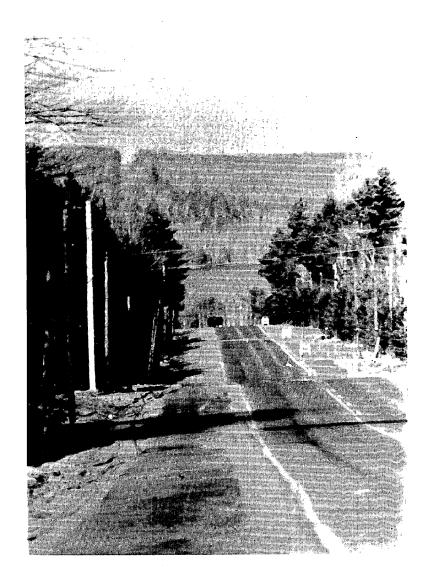


TABLE 14

ESTIMATED LAND USE ACREAGE

ZONED ACRES, PRESENT USE ACRES, AND PROJECTED ACRES NEEDED BY YEAR 2000 IN THE APOSTLE ISLANDS HIGHWAY 13 PROJECT UNINCORPORATED AREA

(Up to $\frac{1}{2}$ mile either side of the highway): For use in Organizing Citizen-Local Official Mapping of Spatial Plan Alternatives for Year 2000

I. Combination of Residential and Commercial Development Areas (outside incorporated areas)

	(1)	(2)	(3)	(4)	(5)
Township	All Zoned Acres	Used At Present	(1)-(2) = Unused, but Zoned	Projected Needed Land (2000)	(3)-(4) = Difference Between Land Available (Zoned) and Land Needed for Year 2000
Barksdale	739 ac	180 ac	559 ac	90 ac	469 aċ
Bayview	(530)	(171)	(359)	(124)	235
Bayfield	1,505	290	1,215	72	1,143
Russell	456	172	284	58	226
Be11	1,370	165	1,205	34	1,171
Clover	1,378	129	1,249	34	1,215
Port Wing	2,046	195	1,851	24	1,827
Orienta	2,423	34	2,389	24	2,365
Sub-Total	10,447	1,336	9,111	460	8,651 acres
Tourist Industry (A.I. Economic Impact Study) 123 ac					
TOTAL				583 acres	

Industrial acreage (presently 1,809 acres assessed for manufacturing in Barksdale Township/no other manufacturing acreage in unincorporated area of corridor).

Two problems can be seen from this. First, when only a small amount of development will take place in a large zoning district, the resulting development pattern can result in random or sprawled use.

Secondly, within a large zoning area marginal or unsuitable land often can be found. By examining these large developmental zones and prioritizing smaller growth areas onto them, the most suitable land can be utilized. Removing the marginal areas from development zones to other uses is also beneficial in protecting the environment and preventing investment losses.

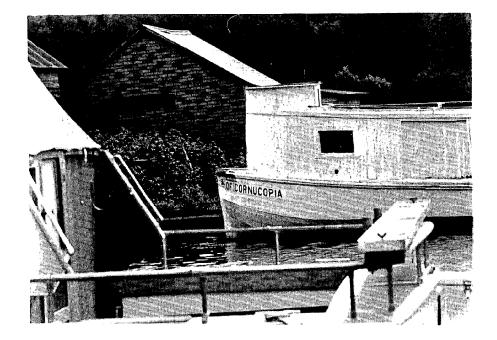
Plate 15 is the proposed zoning map that would supercede present zoning within the Corridor. (A legal description of the Corridor is included in this plan.) These recommendations are by Corridor residents and will be subject to approval by local governing bodies.

Here is a summary of the proposed changes:

SOUTH SHORE

Bell Township

Development should be encouraged in and around the village of Cornucopia where the sanitary district is now under formation. Where hookups to this system are available zoning should be Residential-1 otherwise R-3 to provide for medium lots. Coastal areas should be zoned R-2 or large lot zones to accommodate rural, uncrowded living and also for sanitary system purposes. Low land areas west of Cornucopia should be rezoned into forestry or conservancy districts since they are not suited for farming.



Clover Township

Clover residents mapped areas of high and low density development and these should be zoned R-1 and R-3 respectively. Low lying lands should either remain in the forestry district, or better yet, in a conservancy zone. Commercial development would be limited to the present commercial area within Herbster.

Orienta

Residential zoning far exceeds the needs in Orienta township. All land within the Corridor south of Highway 13 should be rezoned to forestry or agriculture zones, with residential growth being directed toward the mouth of the Iron River, or the already existing Orienta Falls subdivision. No commercial development is needed in the corridor.

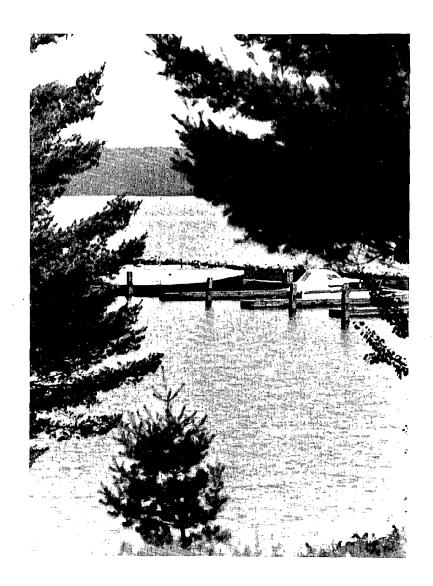
Port Wing

Three development areas have been set up by Port Wing residents. Priority should be given to the area nearest the existing village of Port Wing where hook-ups can be made to the existing sanitary system at minimum cost. Shoreline development should be set well back from beach areas. The shoreline northeast of Port Wing should be preserved for scenic purposes.

CHEQUAMEGON BAY

Barksdale

Development areas include land immediately



south of the Washburn city limits on the west side of Highway 13. Lakeside development should be limited to already existing structures due to lowlands or erosion problems. The Barksdale DuPont site should be kept available for possible industrial expansion.

Bayfield

Changes in Bayfield township are numerous. Most residential growth should occur south of the city of Bayfield, especially where a possible hook-up can be made with the idle Pureair sanitary treatment facility. Agriculture and Forestry zones should be maintained as shown and residential development north of Bayfield should be limited to larger lot sizes R-2 or R-3, especially near shore erosion areas.

Commercial development should be kept to a minimum along the Corridor if allowed at all. In the Bayfield area where scenic diversions are important to the local economy, special care should be exercised in developing commercial interests.

The northwestern portion of Bayfield township (T.51N, R.5W) is primarily forestry and agricultural zones with little residential development. This pattern should be continued.

Bayview

Study participants recommended that further residential and commercial growth along Highway 13 should be discouraged. Instead, the land should be used primarily for agricultural and forestry uses.



The town of Bayview should recognize that it probably will be subjected to pressure for substantial growth in the near future and as such should begin to plan for this new growth. Planning and zoning used properly by the township would prevent major problems from developing and would allow more local control in such matters, rather than acting in a reactionary manner to problems that have already occurred.

Russell

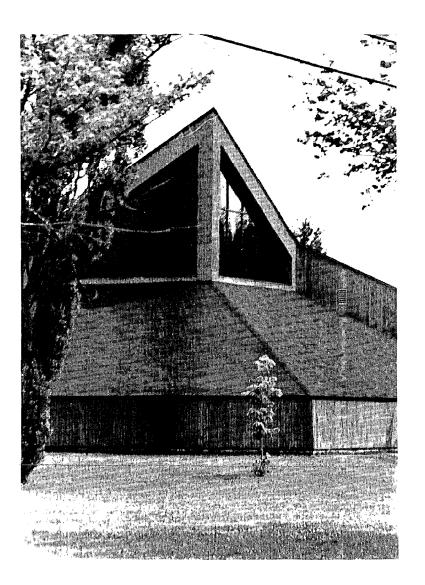
Russell Township participants recommended that current residential land will suffice for future needs and few changes would be necessary. They did feel that more commercial land would be needed and plotted two areas at the junctions of County Trunk K for this purpose.

Red Cliff Reservation

The Red Cliff area is currently undergoing a land use planning effort with the Tribal Planning Office and as such, no plans can be made until that program is completed. However, preliminary indications show new residential and commercial areas are being planned within the village itself.

Cities of Washburn and Bayfield

Although this plan primarily studies the rural portions of the Highway 13 Corridor, there was also interaction with incorporated areas. Both cities do have their own comprehensive plans and zoning ordinances which address the needs within these communities.



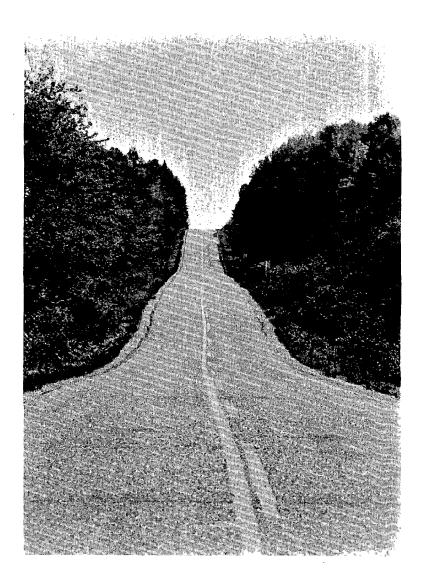
However, in both communities growth may eventually take place outside of the corporate boundaries. As these land developments can have a direct effect on the cities, there is a need for the communities and the neighboring townships to be prepared to initiate a special zoning program, called extraterritorial zoning. The provisions for extraterritorial zoning are defined in Chapter 62.23, paragraph 7a of the Wisconsin Statutes.

It is a recommendation of this study that both cities in the Highway 13 Corridor, together with their neighboring townships, examine the benefits of extraterritorial zoning and work together toward managing development that might affect both jurisdictions.

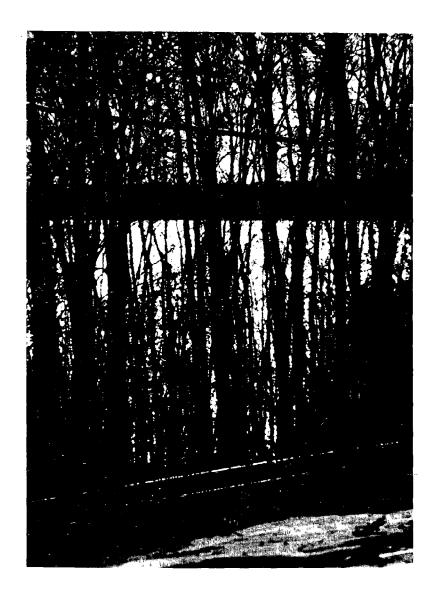
Other Recommendations

In addition to the zoning and mapped recommendations, the project participants also agreed upon the following suggestions:

- 1. Concerning developmental matters in the Chequamegon Bay Corridor area, there should be more cooperation between the township boards and city councils on matters of importance to both. This is especially true in areas just beyond city limits where strong pressures to develop exist and the influences would be shared by both jurisdictions.
- Decision makers, whether they are city or town boards, or the county zoning committee should act to protect the investment of adjoining land holders when making decisions on possible new development. Also,



- decision makers and land owners should be acutely aware of the sensitivities of the physical properties of land (slope, soils, moisture content) before they develop.
- 3. The abandoned railroad right-of-way between Washburn and Bayfield should be investigated as a trail for non-motorized uses. (Note: since this recommendation was given, the Wisconsin Department of Transportation has conducted a title search in effort to purchase the right-of-way from the C&NW Railroad. Its findings showed railroad holdings by several methods, including both fee simple-acquisition and some easements with renewal clauses back to the previous property owners. Thus, ownership by the Department would be incomplete, and additional purchases would be necessary to pursue a recreational trail.)
- 4. The Residential-Recreational zoning district of the county zoning ordinance is too broad in its coverage. Many of the uses allowed in the district are not compatible with the intended purpose of this zone. It is further recommended that the permitted and conditional uses of the R/R district be reevaluated to exclude those uses which would not be compatible in such a district.
- 5. The county and all townships should require a buffer zone of trees 50 to 100 feet in depth along the highway to screen the scenic highway from the visual blight of any clear-cutting or other logging operation.



SCENIC RECOMMENDATIONS

A visual analysis by automobile was made of the Highway 13 Corridor to identify significant views and major features both natural and man-made. Significant views of the Lake, Chequamegon Bay, unique features and major landforms are indicated on Plate 8. Potential views are also shown and indicate locations where selective cutting of vegetation between Highway 13 and the Lake would create new vistas.

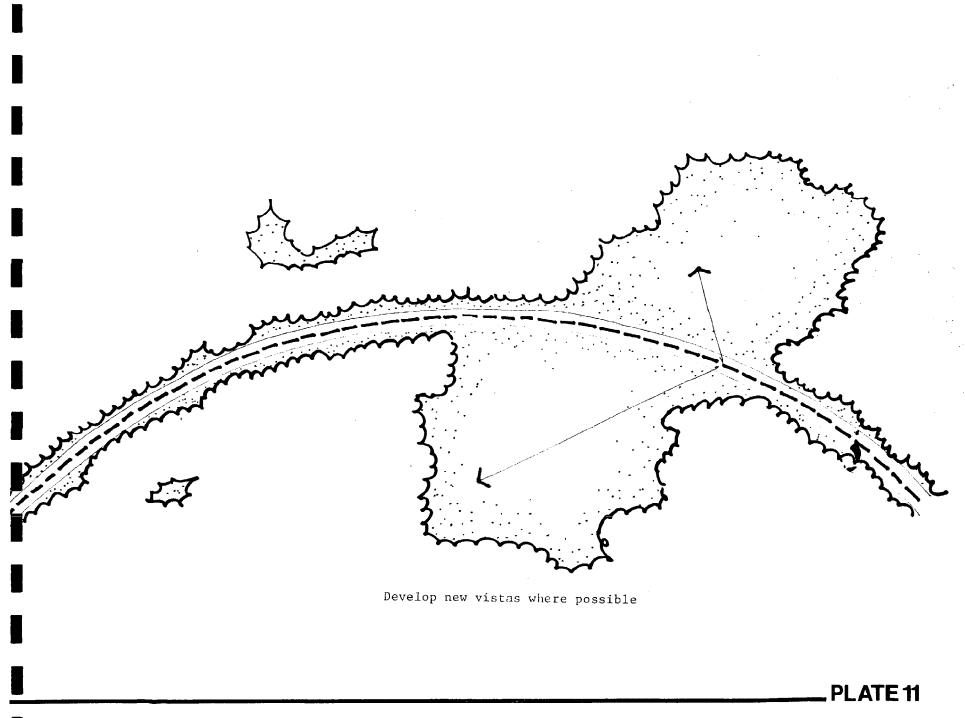
Examples of major features identified are campgrounds, waysides, historical markers, unique architecture (e.g. the Old Rittenhouse Inn and Red Cliff Arts Center) and cultural amenities such as the Barn Mural north of Washburn.

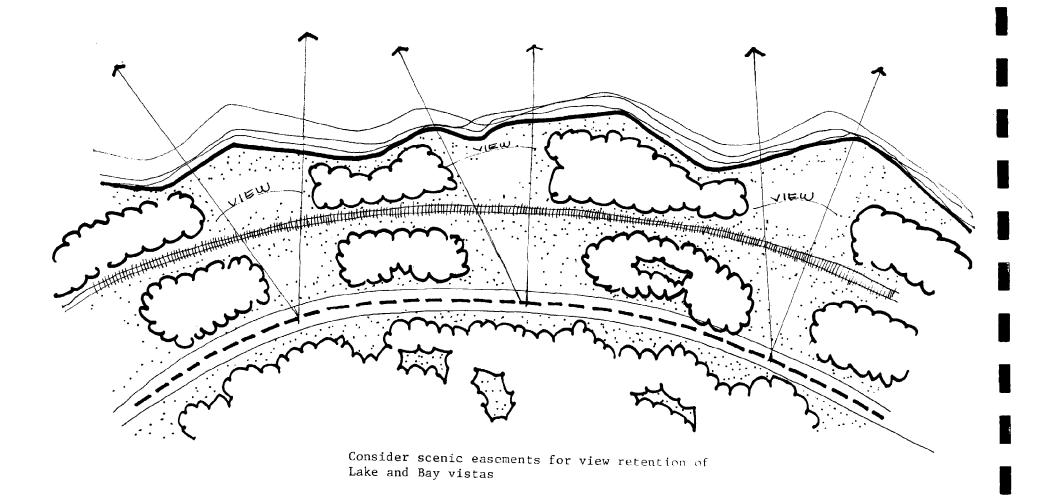
The visual analysis of the Highway 13 Corridor identified areas of high scenic quality based on the following criteria:

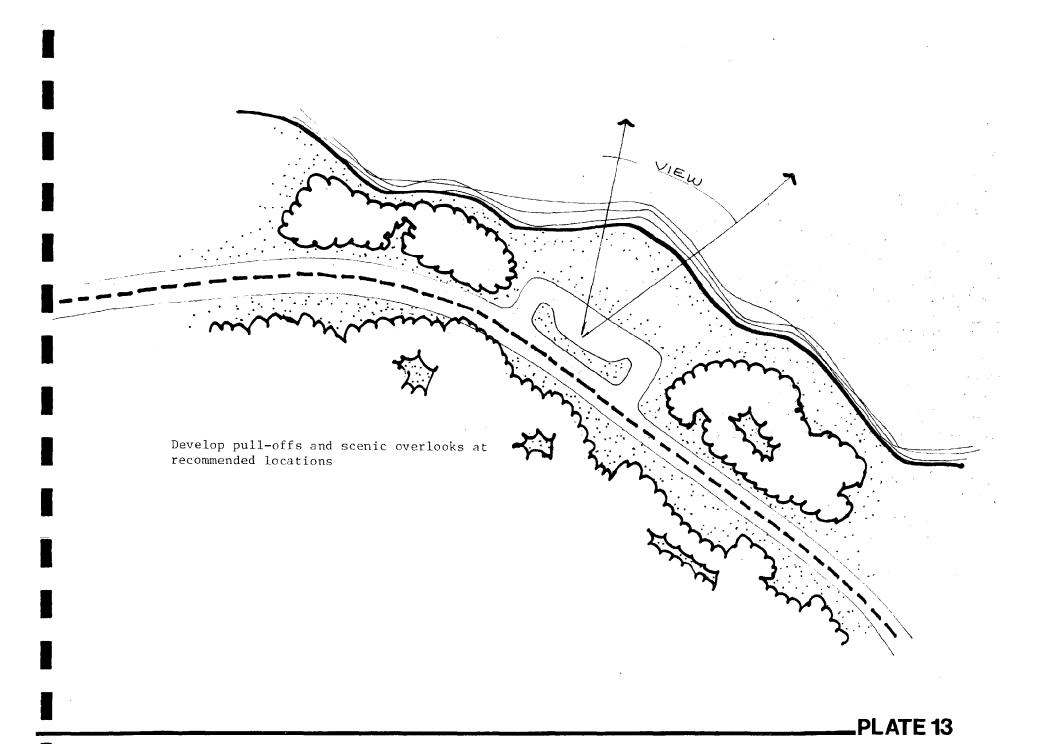
- 1. View distance
- View variety (the number of elements in view, i.e., land, water, trees)
- View duration (amount of time view visible)
- 4. View uniqueness

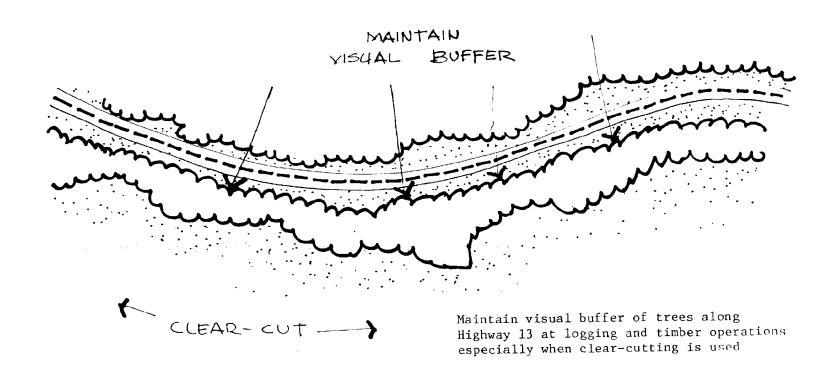
Areas of high scenic quality are indicated on Plate 8. These areas have been identified to provide a base for management objectives of the visual resource. If the existing scenic character of the Highway 13 Corridor is to be maintained in a manner as not to detract from its variety and quality, the following visual management objectives should be considered:

- 1. Maintain visual corridor of existing views.
- 2. Develop new vistas where possible (See Plate 11).
- 3. Consider scenic easements for view retention of Lake and Bay vistas (See Plate 12).
- 4. Maintain rural visual character between communities.
- 5. Develop pull-offs and scenic overlooks at recommended locations.
- 6. Maintain entrances to communities as pleasant and uncluttered (See Plate 13)
- 7. Maintain visual buffer of trees along Highway 13 at logging and timber operations especially when clear-cutting is used (see Plate 14).
- 8. Initiate sign ordinance (street) in areas of high scenic quality.









CONCLUSION

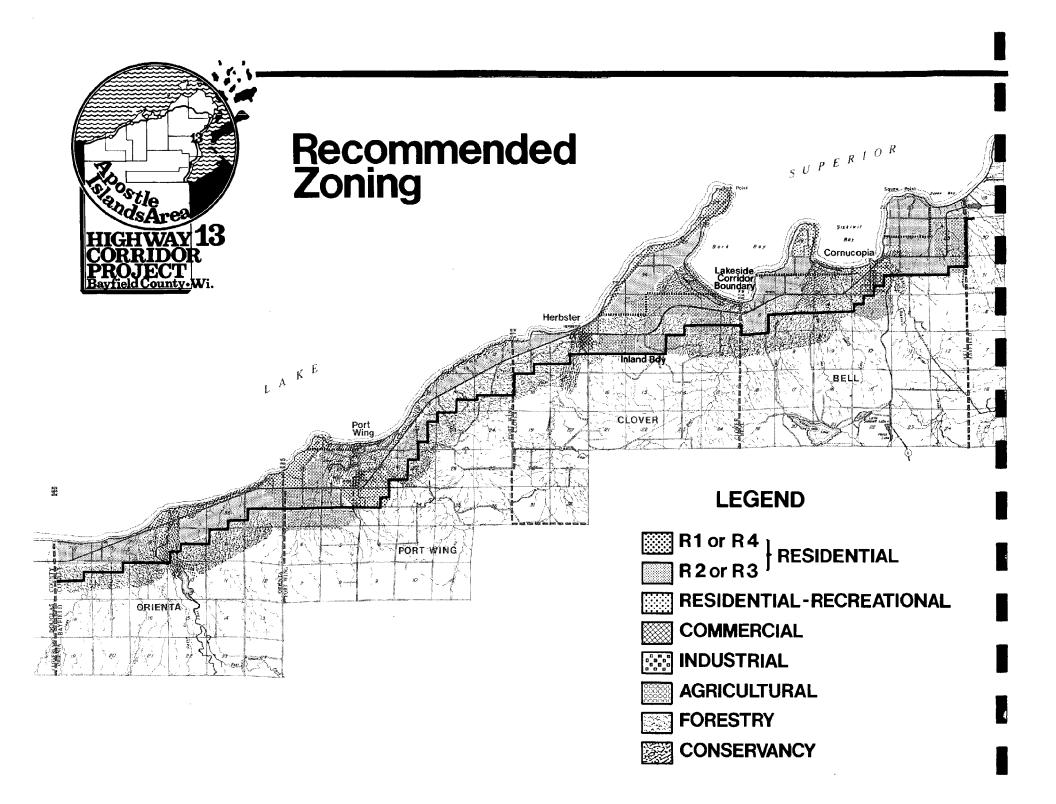
Unquestionably, the Highway 13 Corridor will experience new growth in the coming years. In some areas this growth will be moderate and easily managed. In other areas the growth will be rapid with possible conflicts occurring in prime highway locations.

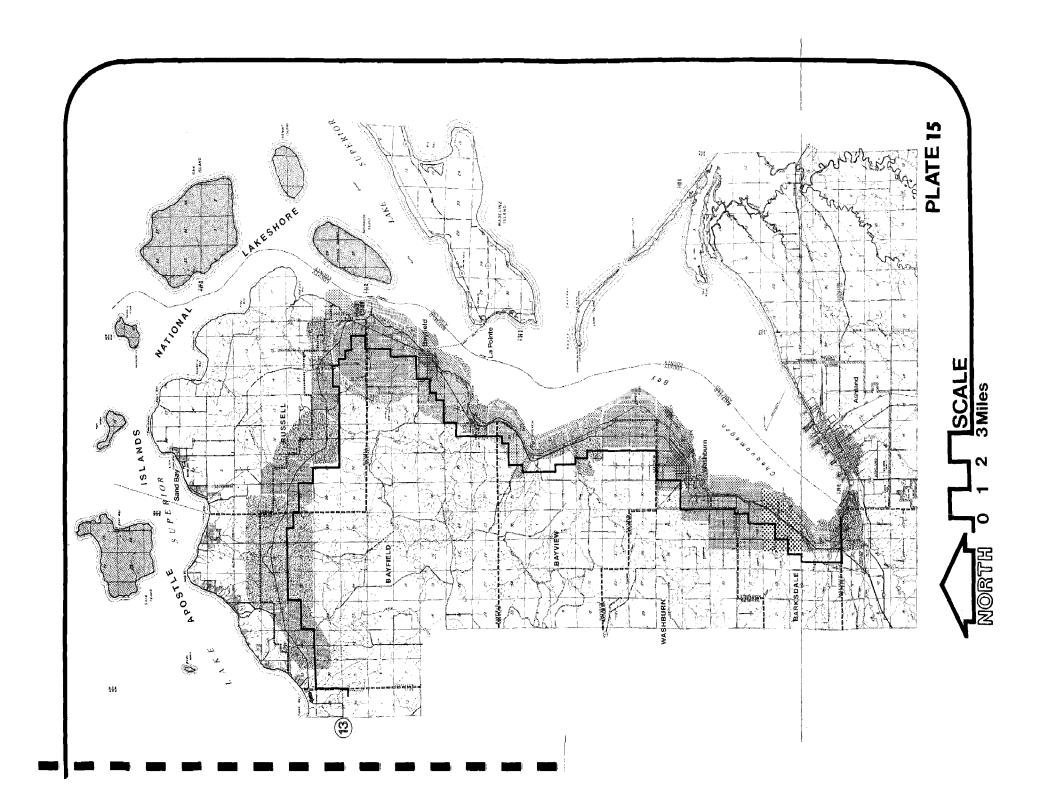
With vigilance in monitoring and guiding new development, an efficient and safe transportation corridor can be maintained and an improved residential, business, and recreational environment can be achieved.

Local governments are in the best position to guide the future of the Highway 13 Corridor. Local officials must be prepared to look ahead and make decisions with the best interest of the region in mind. This plan has been prepared to assist the local officials in making such decisions.

This is only the first step, however, The recommendations of this document should be periodically reexamined and updated to insure a dynamic growth management system capable of addressing new problems in the future.









APPENDIX A

DRAFT OF ORDINANCE LANGUAGE ESTABLISHING AN APOSTLE ISLANDS HIGHWAY 13 CORRIDOR OVERLAY DISTRICT AS PART OF THE BAYFIELD COUNTY ZONING ORDINANCE

Statement of Intent

It is further the intent of this ordinance to recognize an area designated the Apostle Islands Highway 13 Corridor as a linkage of the state highway system important to the general welfare of northern Bayfield County, its public and its member jurisdictions, and to foster, therefore, orderly development on lands adjacent to the roadway.

Statement of Purpose

The purpose of the ordinance is to accomplish the above as well as the following additional purposes along the Apostle Islands Highway 13 corridor: (1) to assure orderly land development needed to realize the full benefit of the area's economic potential; (2) to protect the public investment in this established roadway; (3) to permit the establishment of facilities needed to serve the special needs of persons and vehicles traveling this route; (4) to promote safety through prevention of congestion by access control and right-of-way protection; and (5) to reserve areas of environmental or aesthetic value needed to maintain the distinctive character of this Lake Superior coastal corridor.

1.0 GENERAL/1.02 Compliance

When the Apostle Islands Highway 13 Corridor Overlay District provisions and the underlying zoning regulations conflict the most restrictive combination of regulations shall apply.

3.0 <u>SETBACKS AND ACCESS/3.01</u> <u>Shoreline and Wetland Setbacks</u>

Within the defined boundaries of the Apostle Islands Highway 13 Corridor Overlay District such structures shall also normally be set back a minimum distance of seventy-five (75) feet from the boundary of any wetland as defined in the definitions' section of this ordinance and as interpreted by the Zoning Administrator on the basis of field investigation.

3.0 SETBACKS AND ACCESS/3.02 Highway Setbacks

Class of Highway	From Center Line	From Right-of-Way Line
A.I. Hwy 13 Corridor* Other State & Federal County Town	130' or 110' or 75' or 63' or	42' "

^{*}Setbacks along county and town highways within the Apostle Islands Highway 13 Corridor Overlay District shall conform to the standards for their respective class except for a distance of three hundred (300) feet measured back along the county or town road from the center point of its intersection with Highway 13.

Where any public highway, of any class, intersects Highway 13 no visual obstructions shall be constructed, maintained or permitted to grow to a height greather than two and one-half (2½) feet within a triangular area described by a straight line connecting the two points measured three hundred (300) feet back along the center lines from the intersecting center lines point of Highway 13 and the other public highway.

3.0 <u>SETBACKS AND ACCESS</u>/3.06 <u>Junk and Salvage</u> Yard Setbacks

No junk and salvage yards shall be allowed within the Apostle Islands Highway 13 Corridor Overlay District.

3.0 SETBACKS AND ACCESS/3.08 Highway Access

It shall be the policy of the Bayfield County Zoning Committee to encourage access to Highway 13 via either existing arteries or frontage roads. Normally, direct and private access to Highway 13 shall not be permitted within one thousand two hundred (1,200) feet of the intersection of this highway with another public road, regardless of highway class. Elsewhere along Highway 13 direct, private access shall be permitted at appropriate locations no closer than six hundred (600) feet between separate land use access points. Insofar as possible, private access points along either side of Highway 13 shall be located directly across the roadway from each other.

The number of private accesses permitted to Highway 13 for any one land use shall be set as follows:

	Maximum Number
Land Use Type	of Accesses
Commercial and Industrial	1 2
All Others	1

4.0 REMOVAL OF VEGETATIVE COVER

Regulation of the removal of forest cover from shorelands along navigable waters and from lands adjacent to roadways within the Apostle Islands Highway 13 Corridor Overlay District is necessary to control erosion, protect the scenic beauty of these areas, and to reduce effluent and nutrient flow from the shoreland.

4.02 Apostle Islands Highway 13 Corridor Forest Cover Removal

All commercial logging operations undertaken within the Apostle Islands Highway 13 Corridor Overlay District shall be required to maintain a buffer zone of undisturbed forest vegetative cover between the center line of Highway 13 and an imaginary parallel line seventy-five (75) feet either side of the center line for the entire extent of the cut over area.

8.0 MOBILE HOMES/8.01 General

Within the Apostle Islands Highway 13 Corridor Overlay District in the townships of Barks-dale, Bayfield, Bayview, and Russell mobile homes shall be located only within mobile home parks established in accordance with the provisions of Section 8.02 of this ordinance.

12.0 JUNK AND SALVAGE YARDS/12.02 Shorelands and Apostle Islands Highway 13 Corridor

Junk and salvage yards shall not be located in the shoreland and floodplain protection districts, nor shall such uses be permitted within the boundaries of the Apostle Islands Highway 13 Corridor Overlay District.

20.0 ZONING DISTRICTS, DIMENSIONAL REQUIREMENTS/ 20.01 Zoning Districts

H-13 Apostle Islands Highway 13 Overlay

This district is intended to recognize the importance of Highway 13 to the welfare of northern Bayfield County and to provide for orderly land use and development on lands adjacent to the roadway. Prior to utilization of any land, structure or building within this overlay district, the land shall be zoned to the proper underlying district. The provisions of the overlay district, as identified and described throughout this ordinance, shall be in addition to and prevail over the provisions of the underlying zoning district except where the latter may be more restrictive.

20.0 ZONING DISTRICTS, DIMENSIONAL REQUIREMENTS/ 20.02 District Location and Boundaries

In addition to being shown on the official zoning maps of Bayfield County, a verbal description of the boundaries of the Apostle Islands Highway 13 Corridor Overlay District, determined by the County Zoning Committee in consultation with the Town Boards of the . affected townships, is attached as Appendix C hereto.

LEGAL DESCRIPTION

The Highway 13 Corridor shall be described as follows:*

Barksdale Township

TWN 48 N

R 4 W All of sections 7, 18, and 19

TWN 48 N All of sections 25 and 36

R 5 W Section 13 - SE^{1}_{4} ; E^{1}_{2} of NE^{1}_{4}

Section 24 - E^{1}_{2} ; SW^{1}_{4}

Section 26 - E_2^1 ; E_2^1 of SW_4^1

Section 35 - E_2^1 ; E_2^1 of W_2^1

Bayfield Township

TWN 51 N All of sections 13, 14, 15, 19, and 20

R 5 W Section $16 - S_2^1$

Section 17 - SE4: SE4 of SW4

Section 21 - N¹₂

Section 24 - N¹₂ of NE¹₄

TWN 50 N All of sections 22, 23, and 27

R 4 W

Section 1 - E^{1}_{2}

Section 12 - E_2 ; E_2 of W_2

Section 14 - SW4; S12 of SE14

Section 15 - SE4 of SE4

Section 21 - SE4

Section 28 - E_2^1

TWN 50 N

R 3 W All of sections 6 and 7

^{*}The land descriptions lying within the incorporated area of Bayfield and Washburn, and those lying within the Red Cliff Indian Reservation in Russell Township, apply through the Bayfield County Zoning Committee as recommendations without the force of jurisdiction.

Bayview Township

TWN 50 N All of section 34
R 4 W Section 32 - SE¹/₄
Section 33 - E¹/₂; SW¹/₄; SE¹/₄ of NW¹/₄

TWN 49 N All of sections 4, 9, 16, 21 and 28. R 4 W Section 5 - E_2^1 ; E_2^1 of W_2^1 Section 8 - E_2^1 ; NE_4^1 of NW_4^1 Section 17 - E_2^1 of NE_4^1

If all coastal areas are included: All of section 22 and 27

Bell Township

TWN 50 N Section 3 - NW4 of NW4

R 6 W Section $4 - N_2^{1/2}$

Section 5 - N_{2}^{1}

Section 6 - N_2 ; SW_4 , W_2 of SE_4

TWN 51 N All of sections 24 and 25

R 6 W Section $31 - S^{1/2}$

Section 32 - S¹₂

Section 33 - S^{1}_{2}

Section 34 - N_2 ; SW_4 NW_4 of SE_4

Section 35 - N_{2}^{1}

Section 36 - NW_4 : N_2 of NE_4

Section 26 - S^{1}_{2} Section 27 - S^{1}_{2}

If all coastal areas are included:

TWN 51 N All of sections 22, 23, 26, 27, 29,

R 6 W 31, 32 and 33

Clover Township

All of sections 5 and 6 TWN 50 N R 7 W Section 1 - N_2 ; N_2 of S_2 Section 2 - N_2^1 ; SW_4^1 ; N_2^1 of SE_4^1 Section 3 - NE_4 ; S_2 Section 4 - S¹₂ Section 7 - N_2 ; SW_4 ; N_2 of SE_4 Section 8 - N_2^1 ; N_2^1 of SW_4^1 Section 9 - N¹/₂ Section 10 - N¹/₂ If all coastal areas are included: TWN 50 N All of sections 3 and 4 R 7 W All of sections 23, 24, 25, 26, 27, TWN 51 N 33, 34, 35, and 36 R 7 W

Orienta Township

TWN 49 N All of sections 4, 5, and 6
R 9 W Section 3 - N½; NW¼ of SW¼
Section 7 - NW¼; W½ of NE¼; NE¼ of NE¼
Section 8 - N½ of NW¼; NW¼ of NE¾

TWN 50 N All of sections 25, 33, and 34 R 9 W Section 35 - N_2 ; SW4; N_2 of SE4 Section 36 - N_2

Port Wing Township

TWN 50 N All of sections 11, 12, 15, 21, 29, 30 R 8W Section $13 - N_2^1$ Section $14 - N_2^1$; SW½; N_2^1 of N_2^1 of SE½ Section $22 - W_2^1$; N_2^1 of NE½; SW½ of NE½; NW¼ of SE½ Section $27 - N_2^1$ of NW¼; SW¼ of NW¼; NW¼ of NW¼ Section $28 - N_2^1$; SW½; N_2^1 of SE½; SW¼ of SE½ Section $31 - N_2^1$ Section $32 - N_2^1$ Section $33 - N_2^1$; NW¼ of NE½ If all coastal areas are included: All of sections 19 and 20.

Russell Township

TWN 51 N All of sections 20, 27, and 28 R 4 W Section $17 - SW_4^1$. Section $18 - S_2^1$ Section $19 - N_2^1$ Section $21 - SW_4^1$ Section $23 - S_2^1$ of S_2^1 Section $24 - S_2^1$ of S_2^1 Section $25 - S_2^1$; NW_4 ; S_2^1 of NE_4^1 Section $26 - N_2^1$; N_2^1 of S_2^1 ; SW_4^1 of SW_4^1 Section $29 - E_2^1$ Section $36 - NE_4^1$; NE_4^1 of NW_4^1

TWN 51 N All of section 31 R 3 W Section 30 - SW_4 ; S_2^1 of SE_4^1

City of Bayfield

TWN 50 N All of section 13 R 4 W Section 14 - NE4; N42 of SE4

City of Washburn

TWN 49 N All of sections 32 and 33 R 4 W

TWN 48 N All of sections 4, 5, and 6 R 4 W

APPENDIX B

ABSTRACT OF HIGHWAY 13 TRAFFIC, LOCATION MAINTENANCE AND IMPROVEMENT MAPS AND STATISTICS

State Highway 13 has been ever-present throughout this report due to its inextricable relationship with the Apostle Islands Corridor and the Lake Superior Coast in Bayfield County. Yet, the project's preoccupation with adjacentarea land use and growth potential issues has tended to ignore the roadway itself--its problems and its potentials. But those who witnessed, and participated in, the monthly rounds of meetings around which this account is constructed could readily testify to the pivotal significance of the highway. Indeed, so strong was its influence that several parallel public information sessions were scheduled during the course of the project with Wisconsin Department of Transportation District Eight Office personnel. These separate sessions facilitated an exchange of views that was beneficial in several ways: 1) they provided a forum in which local transportation-specific problems and plans could be reviewed in detail, 2) they apprised local roadway users of recent improvements and continuing needs irrespective of the Corridor Study, and 3) they provided a mechanism for allowing the project's mainstream goals--land use and growth management-to continue more exclusively as the principal focus of the public participation sessions described earlier in this report.

The maps and statistics displayed below provide an abstract account of the information which was exchanged and reviewed at these parallel sessions on the condition of the

roadway itself. They also provide an understanding of what evoked the Highway 13 Corridor 13 growth management concern in the first place, and what enabled it to generate the interest it has to date.

Traffic Volume and Projections

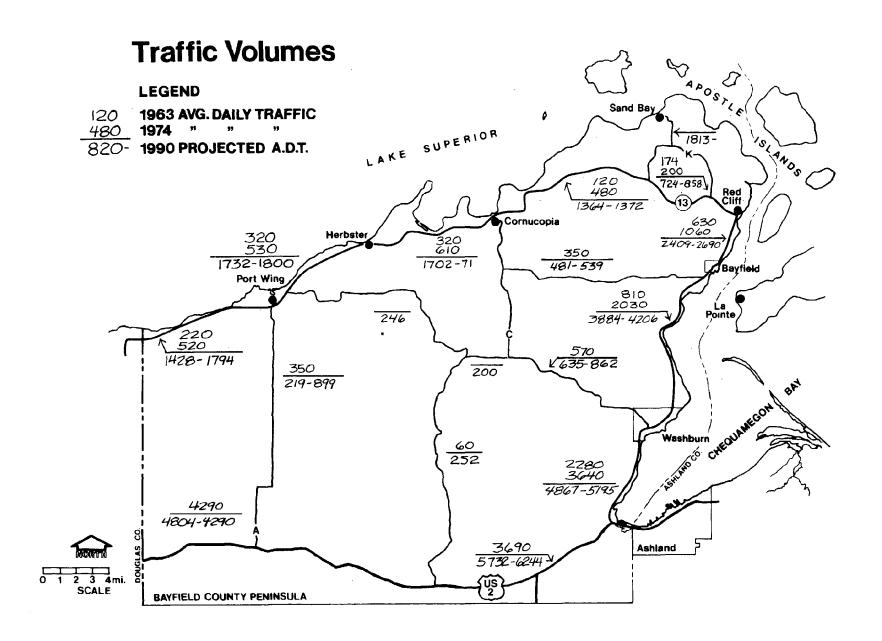
Plate 16 shows that traffic increases have varied, depending on traffic count location, anywhere from 82 to 255 percent along Highway 13 over the last fifteen years. These trends contrast quite significantly with the 75 percent average increases found throughout the nine county Northwest Wisconsin District during the same period.

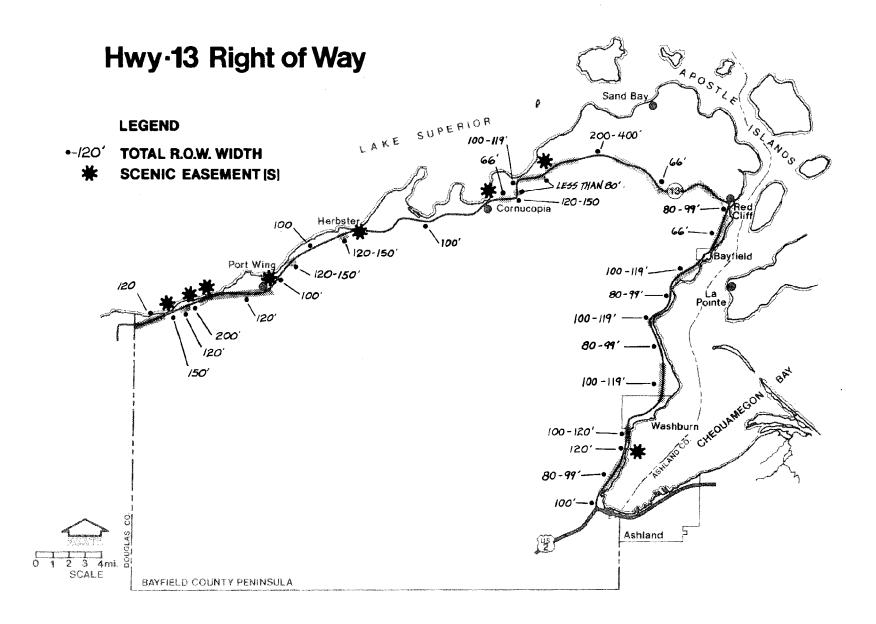
Plate 16 also gives the scale and location of traffic increases projected to 1990 on the basis of expected growth levels, patterns and related variables. Traffic volumes could exceed roadway capacity along several key stretches of Highway 13. At other points volumes could come close to overload conditions if the trends prevail.

Right-of-Way Distributions

Plate 17 provides a generalized indication of right-of-way widths along Highway 13. They vary due to physical requirements for construction of roadway slopes and drainage

District 8 of the Wisconsin Department of Transportation serves the following counties: Ashland, Barron, Bayfield, Burnett, Douglas, Polk, Rusk, Sawyer, and Washburn.





provision. In many areas where recent highway improvements have not been undertaken, right-of-way widths are not sufficient to upgrade the highway to current design standards. Therefore, additional acquisitions would be necessary for future improvement projects.

Roadway Deficiencies

Plate 18 indicates those sections of Highway 13 where critical roadway deficiencies exist. These deficiencies which generally relate to roadway geometrics, safety and maintainability were identified as a part of a Department of Transportation 10-Year Highway Improvement Study.

Deficiencies shown are those which are significantly below design recommendations for a 55 mile per hour speed limit and/or below a tolerable level of roadbed maintenance.

Roadway width deficiencies are related to the lack of usable shoulders, while pavement deficiencies are related to either (or both) structural failure or poor riding quality. Stopping sight distance and passing sight distance deficiencies are directly related to the rolling vertical profile of the highway and, in some areas, to the sharp horizontal curves which limit traveling speeds to below the posted speed limit. Maintenance deficiencies, in addition to the pavement deficiencies mentioned earlier, include problems such as weak subgrades, poor drainage, difficult shoulder maintenance, etc. Accident rates for the highway are directly related to roadway deficiencies. Accident rates as expressed

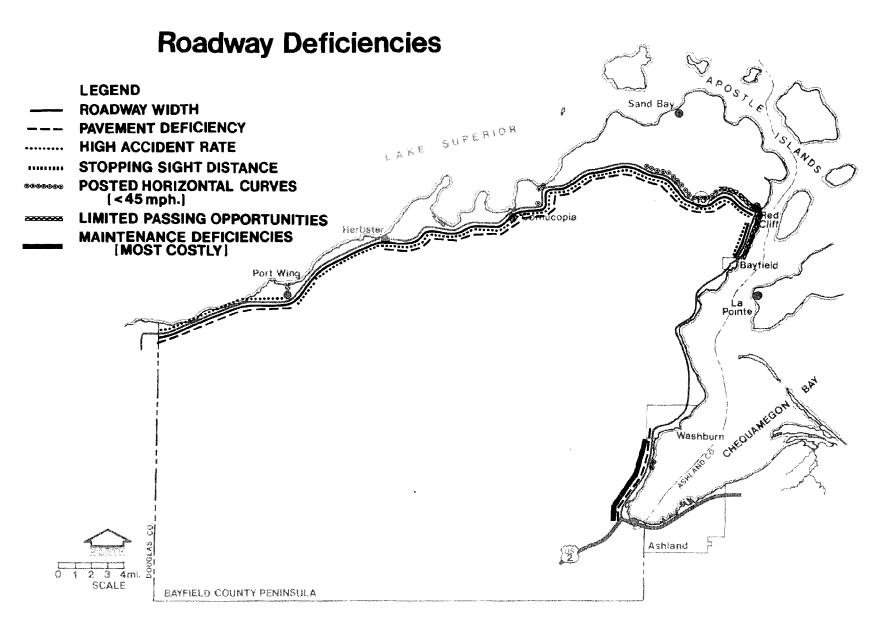
in terms of the number of accidents per 100 million vehicle miles traveled, are used to determine the relative safety of a particular segment of roadway. By using this common denominator of miles traveled, different segments of highway can be compared to each other or with statewide accident rates in general.

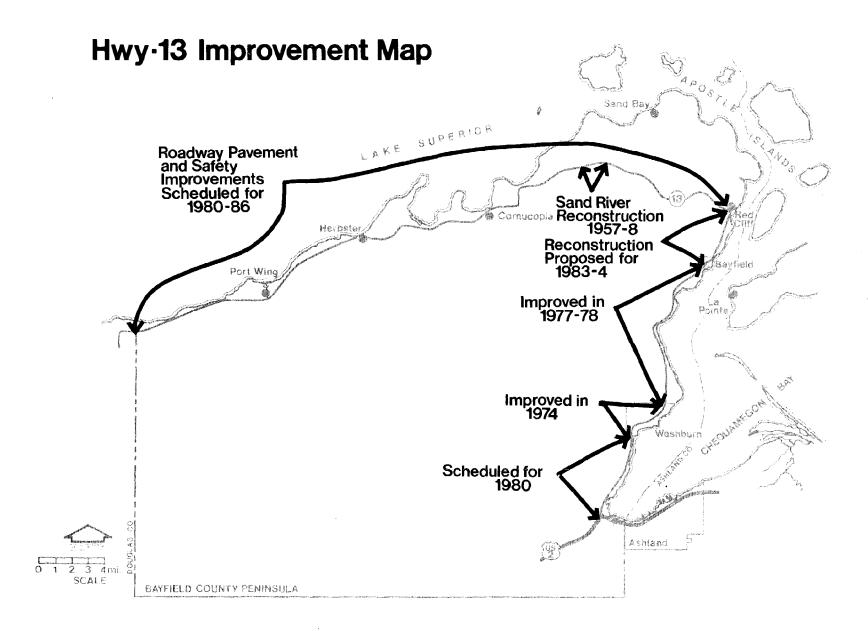
Highway 13 accident rates vary considerably in Bayfield County, but are generally slightly higher than state averages. Many accidents are related to narrow shoulders, vehicles leaving the roadway, and collisions with animals.

Highway Improvement: History and Potential

Plate 19 identifies those sections of Highway 13 that have been upgraded in recent years as well as those sections where improvements are still needed. Those improvement needs which are directly related to roadway deficiencies and traffic volumes, have been identified and given priorities in the Department of Transportation's Six Year Highway Improvement Programing Study.

The construction schedule for the proposed improvements depends on the availability of transportation funds and the comparative importance of various improvement needs.



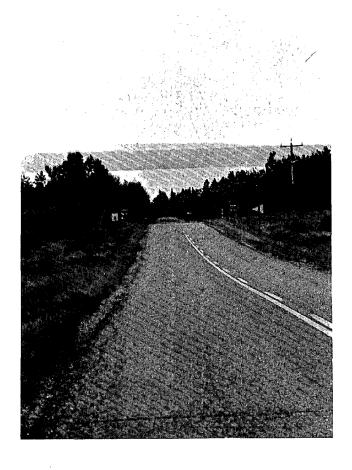


APPENDIX C

HIGHWAY JURISDICTIONAL CHANGES

With assistance from Wisconsin DOT and NWRPC. Bayfield County completed a county-wide highway jurisdictional study at the request of the Bayfield County Board. The purpose of the study was to review the existing road system to ascertain the extent to which there exists an appropriate match between the function of each road and the governmental unit--state, county or local-which administers it. The work was overseen by an advisory committee and the Bayfield County Highway Committee, and its recommendations were subsequently adopted by the County Board of Supervisors. The study recommendations, developed with the mutal consent of the jurisdictions involved, were phased so as to be implemented over time (short range/ long range) in a way that would be acceptable to the affected governmental units.

Since they have direct implications for Highway 13 and this project, some of the key findings from the 1978 study are briefly outlined below. If more information is desired, readers are encouraged to contact the Bayfield County Highway Commission or the Courthouse in Washburn for a full copy of a Jurisdictional Highway System Plan for Bayfield County (NWRPC and WI DOT, 1978).



RECOMMENDED JURISDICTIONAL CHANGES

Changes of Critical Need

■ Convert Little Sand Bay Road between County Trunk Highway K to the National Lakeshore from Local to County Jurisdiction.

Due to the regional and national scope of the Apostle Islands National Lakeshore, park facilities located at Little Sand Bay meet the land use service index of a collector.

Estimates suggest that by 1980, 144,000 yearly visitors might be expected in the AINL area. During the peak tourist season, hourly traffic volumes along nearby roads will become relatively high as many visitors make additional short trips nearby. Traffic volumes generated by present AINL operations affect this road to the extent that it is an undue burden and cost on town government maintenance. CTH K and Little Sand Bay Road receive increased traffic volumes in that they provide the main route to AINL facilities. Projected traffic volumes indicate that the Average Daily Traffic (ADT) on Little Sand Bay Road, though it is a stub-ended route, will qualify it for classification as a minor arterial by 1990.

As an interim measure, it is recommended that Little Sand Bay Road be classified as a collector under county jurisdiction. This would relieve town government of the burden and expense related to maintaining the road to a National Lakeshore. Until such time that the National Park Service can assume jurisdiction of the road, it is recommended that it financially assist Bayfield County for costs incurred in improving and maintaining the road.

Long-Range Jurisdictional Considerations

As traffic to the Apostle Islands National Lakeshore increases, consideration should be given to converting CTH K to a state highway. As traffic to the National Lakeshore increases to the point that STH 13 has volumes exceeding capacity a significant portion of the time, consideration should be given to converting CTH A to a state highway. CTH A and STH 27 and Pease Road would provide an attractive alternate to USH 63-STH 13 from the Hayward area to the AINL area.

In addition to capacity problems on STH 13, congestion in Washburn and Bayfield could be avoided and it would provide the visitors from the south of Hayward a "loop route" to see more of the lakeshore and countryside. Plate 20 shows those jurisdictional changes which, in addition to the changes listed as critical, are recommended by the study committee. Specific long range changes necessary to develop a directly relatable jurisdictional and functional system include:

- Convert Little Sand Bay Road to National Park Service Jurisdiction
- Convert the Star Route Road from Local to County Jurisdiction
- Convert Siskiwit Road to County Jurisdiction

FROM COUNTY TO STATE JURISDICTION FROM STATE TO COUNTY JURISDICTION FROM LOCAL TO COUNTY JURISDICTION O O FROM LOCAL TO STATE JURISDICTION LEGEND CONSID ! co BARK POINT RD. LONG

County Jurisdictional

Bayfield

Scenic/Diversion Routes

Relieving the travel demand in both the US 2 and the STH 13 corridors involves distributing traffic more evenly throughout the transportation network. The existing network is predominately made up of local roadways which are not heavily traveled and which typically traverse scenic undeveloped areas. It is consistent with the interest of many area visitors to assist and encourage them in identifying and traveling on many of these routes.

Bicycle Routes

Although there are currently no marked bicycle routes in Bayfield County, the strong recreational attraction of the area and the growing interest in bicycling, illustrate the need for attention. Where developed, separate bicycle trails prove to be a valuable asset and a strong recreational attraction.

The study advisory committee recommends that were possible special trails be developed to accommodate bicyclists. One very logical location for the development of such a trail is along the abandoned Chicago and North Western Transportation Company right-of-way between Washburn and Bayfield.

*The Wisconsin Department of Natural Resources and the Department of Business Development have jointly produced a Bicycle Trail Brochure which gives the location of the North-South Bicycle Trail through Bayfield County.

Consideration should also be given to developing some type of bicycle route between the Bayfield area and Little Sand Bay. As resources permit other specialized bicycle trails should be pursued.

In addition, consideration should be given to designating bicycle routes along some of the more scenic-lesser traveled routes. Generally they include the collector and local routes

LOG OF MEETINGS

Introductory Meetings

When	Where
September 19, 1978	Cornucopia School
October 2, 1978	Bayfield City Hall
October 4, 1978	Port Wing, Town Hall
October 12, 1978	Washburn City Hall
October 18, 1978	Barksdale, Town Hall
Planning Meetings	
#1	
January 22, 1979	Washburn City Hall
January 24, 1979	Herbster School
#2	
February 12, 1979	Bayfield City Hall
February 19, 1979	Cornucopia School
#3	
March 5, 1979	Barksdale Town Hall
March 8, 1979	Port Wing Town Hall
#4	
April 23, 1979 April 26*, 1979	Washburn City Hall
April 26*, 1979	Bayfield High School
April 30, 1979	Herbster School
# 5	
May 22, 1979	Herbster School
	Bayfield High School
May 24, 1979 June 19*, 1979	Bayfield High School

^{*}Additional Sub-Committee Meetings

(Unless otherwise cited, report photos by Fred Goold, Gerald Fitzgerald, NWRPC)

(Scenic resource analysis provided by Fred Goold, NWRPC)

PROJECT PERSONNEL

Staff

Mark Middagh, Project Planner Northwest Regional Planning Commission

Interagency Advisory Committee

Bill Lontz, Harry Lowe University of Wisconsin-Extension Bayfield County and Hayward Area Office

David Lee Bayfield County Zoning Administrator

Al Lorenz, Don Wilson Wisconsin Department of Transportation

Kim Bro University of Wisconsin - Sea Grant

Dennis Van Hoof Coastal Resources Planner, NWRPC

Phil Scherer Northwest Regional Planning Commission

Additional Assistance Provided by:

Steve Andrews, Dick Livingston, Mark Mueller Northwest Regional Planning Commission

Clarence Austin, Ashland Soil Conservation Service

Don Bergman, Martin Forbes, WDOT

Harry Jensen, Red Cliff Tribal Office

Tom Klein Sigurd Olson Institute of Environmental Studies

Earl Thedens, Architectural Resources, Inc.

Tony Wilhelm, Wilhelm Engineering

Report Preparation and Presentation

Gerald Fitzgerald, NWRPC Editor Bob Bowen, NWRPC Drafter Betty Dreis, NWRPC Typist



<u>an economic development district</u>

302 Walnut Street Spooner Wisconsin 54901 • 715 635-2197

